Weather
Clear warm weather today. The maximum temperature yesterday was 87.6 and the minimum 75.8, the figures for the corresponding day last year being 94.3 and 74.2.

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大陸報

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COUNCIL AT PARIS RAISES BLOCKADE AGAINST HUNGARY

Action Taken On Advice Of Hoover In View Of Changed Cabinet

MISSION IS SENT

Delegation Of Generals Representing Allies Goes To Budapest

REQUEST REFUSED

New Government Asks That Troops Be Sent To Capital By Allies

(Reuter's Service)

Paris, August 5.—On the suggestion of Mr. Herbert Hoover, the Allied Food Controller, the Supreme Council has decided to raise the blockade of Hungary conditionally on the good behavior of the Hungarian Government.

To Send Mission

Paris, August 5.—The Supreme Council has decided that an Inter-Allied Military Mission consisting of Generals shall be despatched immediately to Budapest accompanied by an escort not exceeding a company for each Power.

Request Is Denied

Paris, August 5.—The request of the Budapest Government that each great Ally should send a regiment to Budapest has been refused. The Hungarian Government has been informed that the Rumanian troops will remain where they are until Hungary complies with the terms of the Armistice.

Paris, August 6.—The Austrian counter-proposals have been received.

Send British Troops

Berlin, August 5.—A message from Vienna states that British troops are en route for Budapest from Fiume.

Military Mission Named

Paris, August 6.—The Allied Supreme Council has decided to send to Budapest an inter-Allied military mission composed of one French, one British, one American and one Italian.

Arrival Of Troops

Copenhagen, August 6.—According to the Vienna papers, French troops arrived in Budapest on the 5th and British and American troops today.

German correspondents at Budapest state that the Hungarian peasants are wreaking vengeance on the Bolshevists, whose leaders in many communes have been publicly beaten to death with sticks.

PRESIDENT WILL REVIEW FLEET AT SAN FRANCISCO

Event Is To Take Place Early In September, Says Message Received In Peking

(American Press Wireless)

Peking, August 6.—The following telegram from Washington, dated July 31, has been received by the American Legation:

The U.S. Pacific Fleet will be reviewed by President Wilson at San Francisco on September 2nd or 3rd. The Secretary of the Navy will review the Fleet at Los Angeles on August 9. Between August 9 and September 2 or 3 the Fleet will be divided into small units which will visit Santa Barbara, Monterey and other ports.

NEW YORK TO PACIFIC AIR MAIL ROUTE PLANNED

Bill For Project Introduced By Representative Kahn In U.S. Congress

(American Press Wireless)

Washington, July 31.—Chairman Kahn of the House Military Committee has introduced a bill in Congress to establish a regular airplane mail service from New York to San Francisco.

Compulsory Service Provided In Military Bill In U.S. Congress

Measure Of Secretary Of War Establishes Peace Time Army Of 510,000 Men

(Reuter's Service)

Washington, August 4.—The Secretary of War, Mr. Newton Baker, has submitted to Congress a Bill providing for a peace-time army of 510,000, with three months compulsory military training for all youths of 19 years of age, after which they will be subject to two years' military service.

Concession To Korea Made In Formation Of New Government

Governor-Generalship Is Not Given Military Command And Gendarmerie Is Removed

(Reuter's Pacific Service)

Tokio, August 6.—The new organisation of the Governments of Korea and Formosa passed the Privy Council today.

The chief feature is that the Governor-generalship is not invested with the military command and the gendarmerie system in Korea is replaced by a purely police system.

The resignation of General Viscount Hasegawa has been accepted and it is believed that Baron Saito, formerly Minister of the Navy, will be appointed governor-general of Korea with Docto Mizuna, formerly Home Minister, as Civil Administrator. An official announcement of the above is expected immediately.

A special committee of the Privy Council held eight sessions deliberating on the new organisation just passed.

Sympathy Is Expressed

Paris, August 7.—Sympathy for the Koreans fighting for their independence was expressed at a dinner given to the Korean Delegation to the Peace Conference.

ANOTHER SOLDIER DEAD OF CHOLERA IN TIENTSIN

Epidemic Showing No Sign Of Subsiding In Mukden; Peking Alarmed

(CHINA PRESS OWN SERVICE)

Tientsin, August 9.—Another private in the 15th U. S. Infantry has died of cholera.

The Consular Body has approved the declaration that Newchwang is cholera infected.

In Mukden the cholera epidemic shows no signs of subsiding and the death roll is reported to be great. The total number of deaths in Newchwang is reported as 432 and it is regarded likely that the epidemic will continue until the hot weather breaks. Peking is arousing to the necessity of adopting preventive measures. Conditions in Tientsin are comparatively good.

Local Situation Unchanged

There was no noticeable change of conditions in the local choleraic epidemic yesterday, the number of cases received at the various hospitals being about the same as for the past several days and showing an encouraging decrease over the demand made upon the institutions two weeks ago.

Several new foreign cases have been received at the Isolation Hospital during the past few days.

The Health Department and the St. Luke's Hospital authorities are keeping up an active educational campaign by means of pamphlets and posters and lectures in different parts of the settlement and the Nantao Christian Institute students are carrying on a similar campaign in the Native City.

WIRE SYSTEMS IN U.S. RESTORED TO OWNERS

Order Removing Control By Government Is Issued By Postmaster General

(American Press Wireless)

Washington, July 31.—An order issued by the Postmaster General restores the Government controlled telegraph and telephone systems to their respective owners tonight.

American Air Record Broken In Mineola

Flier Mounts Over Roosevelt Field To Altitude Of 30,700 Feet

(American Press Wireless)

Washington, July 31.—The American altitude record was broken by Roland at Mineola New York, when he attained a height of 30,700 feet above Roosevelt Field. This is less than 3,000 feet below the unofficial world's record.

-:- 'Ach! What A Picture!' -:-

—Kirby in New York World

WILSON GRAPPLES WITH LIVING COSTS PROBLEM

President Abandons Work On League Question; Labor Unrest Is Spreading

(Reuter's Service)

Washington, August 5.—President Wilson has abandoned his conferences with the Republican and Democrat senators on the League of Nations until the problem of the dearness of living has been solved.

Today he conferred with the Cabinet on the subject and considered the report of the Special Commission appointed to tabulate measures to reduce the cost of living. The report recommends legislation.

Meanwhile the unauthorised strike of railway shopmen, who are demanding an advance of twenty-five percent in wages and a forty-four hour week, is spreading through the country, despite the appeals of the Labor leaders to resume work pending a strike vote.

The big railway unions reiterate the demand that Congress shall pass a Bill authorising Government ownership of the railways with profit-sharing with employes.

A referendum shows that chambers of commerce in the United States comprising 600,000 members favor private ownership of the railways.

Fourteen American railway unions, representing two million workers, have presented to the Railroad Administration a formal demand for an immediate increase in wages.

U.S. Wheat Crop Huge But Price Stays Up

No Hope For Reduction, Says Barnes, Announcing Harvest Of Billion Bushels

(Reuter's Service)

Washington, August 6.—Mr. Barnes, the Director of the Grain Corporation, announces that a wheat crop of a billion bushels is assured but there is no hope of a reduction in price.

Railwaymen At Liverpool Oppose Sympathetic Strike

Union Executives Urge Tube And Other Strikers In London To Go Back To Work

(Reuter's Service)

London, August 7.—A mass meeting of railwaymen at Liverpool yesterday resolved to abide by the decision of the National Executive refusing to authorise a strike in sympathy with the police, while urging the Executive to take steps to secure an examination of the objectionable clauses of the Police Bill and the reinstatement of the police strikers.

The authorities report a distinct improvement in the situation at Liverpool yesterday evening. Over one thousand applications for enlistment in the police force have been received.

The Executives of the Railwaymen's Union and of the Society of Locomotive Engineers yesterday evening jointly recommended the London tube and North British Railway strikers to resume work immediately. The services on the London and South Western Railway and the South London Tube improved yesterday. Many strikers have already resumed work.

The conference of bakers' masters and men in London yesterday was without result, but the co-operative societies have conceded the bakers' demands. This affects five thousand out of thirty thousand bakers.

Unions Name Committee

London, August 6.—A meeting of the trade union organisations in Liverpool yesterday appointed a General Strike Committee to carry out the resolution cabled on the 4th.

The bakers' strike, which is causing inconvenience in London and the country generally, has resulted in a bread famine in Liverpool. The Lord Mayor stated last evening that not a single loaf could be procured in the city.

A meeting of the Municipal Employes Association in Liverpool resolved to strike unless the tramwaymen's demands were conceded.

At a meeting of the Manchester police it was resolved not to strike but the hope was expressed that the government would withdraw or amend the first four clauses of the Police Bill.

The miners at Ashington have resumed work.

Tube Workers Firm

London, August 6.—The South-London Tube strikers have passed a resolution affirming their determination not to resume work until the Police Bill is withdrawn declaring that this Bill is the thin end of the wedge to suppress the freedom of the individual.

Both the Tube and Nine Elms strikes are repudiated by the Executives of the Unions concerned but fresh railway trouble is brewing as a result of dissatisfaction with the new scale of pay proposed by the Government.

At meetings of the Police in Bristol, St. Helens and South Shields it was decided to resign in a body from the Police Union.

The Commissioner of the Metropolitan Police announced yesterday evening that the total number of police on strike throughout the country was 2,360.

Bill Before Lords

The House of Lords has passed the second reading of the Police Bill.

It is reported that the Northern Miners Association has resolved in favor of a general strike involving 11,000 workers at the Midlothian and Eastlothian collieries.

The entire city of Liverpool was quiet yesterday except for a fire, alleged to be incendiary, which gutted the Corporation's Wastepaper Stores.

A meeting of railway men at Liverpool yesterday evening passed a resolution calling on the Executive of the National Union of Railwaymen to support the police strikers. In event of the Executive's refusal the meeting favored direct action.

Reports say a total of 531 London Southwestern Railway drivers are out as a result of the resolution passed by the Nine Elms Branch, which was not authorised by the Executive of the Society. Bank holiday traffic was consequently delayed.

It is announced that a ballot of members of the Bakers' Union rejected an offer of arbitration.

STATEMENT ON SHANTUNG AMPLIFIED BY WILSON

Position Of United States Concerning Japan's Policy Is Made Clear

(French Wireless To Reuter)

Paris, August 8.—(Via Lyons and Koukaza).—A message from Washington states:

In the statement he has made on the Shantung Question President Wilson said:

"Baron Makino and Viscount Uchida have made no mention of the fact that the policy of Japan regarding Shantung would depend on the execution of the Sino-Japanese Agreements of 1915. The fact that I declared myself in agreement cannot and ought not to be interpreted as an acquiescence on the part of the Government of the United States in a policy based on the Notes exchanged between China and Japan in 1915 and 1918."

Thus President Wilson has completed, on this point, his recent statement in order to avoid misunderstandings. Secondly, in his official statement President Wilson said again that the clear statement of Viscount Uchida with regard to Japanese policy touching Shantung ought to serve to dissipate many of the misunderstandings which have already multiplied themselves concerning this matter.

Statement Issued At Paris Concerning Chinese Demands

(Reuter's Service)

Paris, August 7.—According to an interview with an authoritative Chinese Peace Delegate, the Chinese will not persist in their demand that Japan shall hand over the iron mines and the Chin-ling coal mines, which the Germans were working in 1914, but China will never agree to lose her sovereignty over German-built Tsingtao upon Kiachow Bay, although China is willing to make the city an international port like Shanghai.

FRENCH DEPUTIES DECIDE TO RATIFY TREATY OF PEACE

Action Is Announced By Commission Of Chamber; Debate To Follow

DECIDE COMMAND

Troops In Rhine Area Are Placed Under French Military Control

REFERS TO FIUME

Report Of Agreement Of France And Italy Is Called Premature

(Reuter's Service)

Paris, August 5.—The Chamber of Deputies Peace Commission has concluded to ratify the Peace Treaty, which it is likely will be discussed after the session of the Conseils Generaux on August 26.

The Supreme Council has decided that the General Officer Commanding the French Troops on the Rhine will be Commander-in-chief of all the Allied troops of Occupation in view of the preponderance of the French in the international force on the Rhine.

Report Is Approved

Paris, August 6.—The Peace Commission of the French Chamber of Deputies has approved the report of M. Barthou expressing regret that the peace treaty with Germany does not completely undo the work of Bismarck but pointing out that the League of Nations, despite its defects is a sure guarantee of the maintenance of peace.

Refers To Fiume

Paris, August 6.—The report that an agreement has been reached between France and Italy concerning Fiume to be submitted to Great Britain and the United States is premature.

Sessions Of Commissions Continue In Paris

(French Wireless To Reuter)

Paris, August 8.—(Via Lyons and Koukaza).—The Supreme Inter-Allied Council met today at 3:30.

The following Commissions also met today: Commission of Revision of the Treaties of 1839, Commission of Reparation, Commission of Ministers of Finance, Banking Commission, Poland Commission, Commission for drafting the political clauses with Austria.

The Supreme Council having learnt that the Czecho-Slovak-Polish Commission sitting at Cracow had not succeeded in solving the Teschen question decided that the religious problem should be handed over to a commission of the Peace Conference.

Spain Accords Recognition ..

Paris, August 8.—(Via Lyons and Koukaza).—A message from Belgrade says that Spain has recognised the Kingdom of the Serbs, Croats and Slovenes and its Government at Belgrade.

The Spanish Government expresses its best wishes for the future prosperity of the Kingdom of Serbs, Croats and Slovenes and the hope that the relations between the two Kingdoms may be maintained on an increasingly cordial basis.

Tittoni Goes To Belgium

Paris, August 8.—(Via Lyons and Koukaza.—The Italian Delegation to the Peace Conference announces that the Italian Minister for Foreign Affairs Signor Tittoni, will leave this evening for Belgium, where he will visit the King of the Belgians and will meet the members of the Belgian Government. Signor Tittoni will be accompanied by his principal private secretary, Signor Emilio Pagliand. Signor Tittoni expects to be back in Paris next week.

PARIS COUNCIL ACTS TO MEET COAL SHORTAGE

Hoover Gives Warning Exports From United States Can Not Be Expected

(Reuter's Service)

Paris, August 7.—At a meeting of the Supreme Allied Council in Paris Mr. Hoover, the Food Controller, stated that no coal imports to Europe could be expected from the United States. Consequently the Supreme Council decided to form an Inter-Allied Council for the production and distribution of coal, using Czech and Polish workers in French, Belgian and German mines.

BRITISH CONTROLLER EXPECTS HIGHER PRICES

Costs Bound To Rise, He Says, And Refers To Speculation Among Food Dealers

(Reuter's Service)

London, August 5.—At the first public meeting of the Committee of the House of Commons to enquire into high prices and profiteering, Mr. G. H. Roberts, Food Controller, said that prices were bound to rise whether controlled or uncontrolled.

He mentioned the illegitimate speculation among the wholesale dealers in bacon, ham and lard, stating that some parcels of bacon had changed hands five times before reaching the public.

The Food Controller also declared there was profiteering in the clothing and boot trades.

TSINANFU TUCHUN MAKES DEMANDS ON FOREIGNERS

General Ma Liang Believed To Be Preparing Drastic Moves Against Students

(China Press Correspondence)

Tsinanfu, August 7.—General Ma Liang seems to be preparing the way for a very much more drastic treatment of the students in Tsinanfu. On August 5 the Shantung Foreign Office communicated through the American and the British Consuls the following demands to the foreigners of Tsinan:

(1) That foreigners desist from going on the streets with their cameras to see the excitement ("k'an re nao"), because it gives the appearance that foreigners are co-operating with the students.

(2) That student representatives of the government schools be not allowed to enter the premises of Shantung Christian University to attend political meetings.

(3) That in case any student gets into trouble with the Chinese authorities the foreigners take no steps in his behalf.

Martial law is General Ma's latest gift to Tsinan. Under cover of military necessity Ma Liang butchered three Mohammedans for being connected with the boycott-men who had been arrested before martial law went into operation. Moreover, the new incumbent of the Foreign Office is an Anfu puppet, the mouthpiece of Ma Liang. In view of these facts many of the foreigners feel that to accede to the three demands would endanger the life and the liberty of every student in Tsinanfu. Accordingly, they have not answered the Foreign Office.

It is most fortunate that the demands were ignored. Ever since August 3, the Chinese authorities have been trying to arrest Hsia Tei-liang, the president of the Shantung Students' Association. General Ma is reported to have said that if he could lay his hands on Mr. Hsia he could easily break up the student organisation. No wonder General Ma was anxious that Demand No. 3 should be accepted.

ACTION OF PARISIANS EFFECTS LOWER PRICES

Coal Shortage Next Winter Is Feared And Steps Are Taken To Increase Production

Paris, August 5.—The Parisians have been visiting the stores in a body and as a result prices have promptly fallen in many French cities.

A coal shortage is feared for France next winter and steps are being taken for providing coal in sufficient quantities.

The task of distributing throughout France the goods purchased recently from the American Army occupies the attention of the French controller of supplies. Every measure will be taken to prevent speculation by profiteers when foods have left the hands of supply organisations.

Four Shanghai Men Return From War

Arrive On Nanking, Which Has 2,500 Tons Of Cargo For Shanghai

Four Shanghai men returning from war service were among the 76 passengers arriving from San Francisco on the China Mail Steamship Company liner Nanking, which docked at China Merchants' Central Wharf yesterday morning at eleven o'clock. The men who returned are Lieutenants George D. Raeburn and William Ward of Messrs. Jardine, Matheson and Company; Lieut. J. O. L. Martin of the S. M. C. Public Works Department and Lieut. Maurice J. Dalton. All were with the Chinese Labor Battalion.

The Nanking brought 2,500 tons of cargo for local merchants and 600 sacks of mail. The liner will sail for Hongkong at eight o'clock tomorrow morning.

Mr. Elmer Madsen, formerly treasurer of the Pacific Commercial Company of Manila, accompanied by Mrs. Madsen, were among the Shanghai passengers. Mr. Madsen will join Messrs. Andersen, Meyer and Company. Other passengers for this port included Mr. S. P. Elliott of the Grace China Company, Mr. A. C. A. Loonis of the French Municipal Council Public Works Department and Mr. H. E. Gilmore.

Through passengers include Mr. James M. Bury, assistant superintendent of transportation for the Manila Electric Railroad and Light Company, and Mrs. Bury.

Cable Restrictions Removed By France

Private Codes Are Authorised In Correspondence With The Far East

(French Wireless To Reuter)

Paris, August 8. (Via Lyons and Koukaza).—The French Postal Administration, in agreement with the Ministry of War, has just authorised the use of private codes in telegraphic correspondence between French business firms and the Far East, provided that these codes are deposited with the Economic Section of the Second Bureau of the Army Staff.

No French Victims In Strassburg Riots

(Reuter's Service)

Paris, August 6.—The reports that French officers and men had been killed at Strassburg in the course of revolutionary disturbances are totally untrue.

Ukrainian General Is Reported Murdered

(Reuter's Service)

Helsingfors, August 6.—According to a message from Kieff it is reported by a Bolshevist source that the Ukrainian General Gregorieff has been murdered.

German Trade Licenses Granted In Hongkong

(Reuter's Pacific Service)

Hongkong, August 9.—By the direction of the Secretary of State for the Colonies the Government is granting conditional licenses to trade with Germany and German-Austria.

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VATICAN'S PEACE MOVES DISCUSSED IN COMMONS

Explanation Given Concerning Negotiations That Followed Pope's Proposal

(Reuter's Service)

London, August 5.—In the House of Commons today replying to Commander Kenworthy, Mr. Cecil Harmsworth, referring to the alleged "Peace negotiations" in August, 1917, stated that after the People's peace proposals, Count De Salis, the British Minister to the Vatican, was instructed to inform Cardinal Gasparri that the Government could not reply as it was hopeless to attempt to bring the belligerents to an agreement until the Central Powers had given some indication of their war objects.

Cardinal Gasparri replied narrowing the issue to Belgium and emphasising the resolution passed by the Reichstag opposing annexations. Count De Salis observed that the decision did not rest with the Reichstag. Cardinal Gasparri wished to pursue the matter and telegraphed the German Government for an official declaration relative to Belgium. Count De Salis said Belgium was only one of the many issues.

Before receiving Count De Salis's report, the British Government considered it undesirable to be drawn into a piece-meal discussion and that, if the Central Powers wished to negotiate, they should state their terms in full. Count De Salis was therefore instructed not to intervene any way in the negotiations between the Vatican and Germany.

The matter was then dropped.

400 Wounded Czechs Arrive On Meinam

Invalided Men From Siberia Leave For Marseilles Tuesday Afternoon

Some 400 invalided Czecho-Slovak soldiers, who arrived in Shanghai on the Messageries Maritimes freighter Meinam, will continue on their homeward journey Tuesday afternoon when the steamer leaves for Marseilles.

The Czechs in company with 100 Servian, Rumanian and Italian soldiers, came from Vladivostok and arrived here Friday afternoon.

War With Afghanistan Is Brought To An End

(Reuter's Service)

Simla, August 8.—Peace was signed with Afghanistan this morning.

Honors Are Conferred On British Officers

Earldoms Given To Admiral Sir David Beatty And To Field Marshal Haig

(Reuter's Service)

London, August 5.—The following honors have been conferred for war services:

Earldoms: Admiral Sir David Beatty, Field Marshal Sir Douglas Haig.

Viscounty: General Sir Edmund Allenby.

Baronies: General Sir Herbert Plumer, General Sir Henry Rawlinson, General Sir Julian Byng, General Sir Henry Horne.

Baronetcies: Admiral Sir Charles Madden, Vice-Admiral Sir Roger Keyes, Rear-Admiral Sir John de Robeck, Commander Sir Reginald Tyrwhitt, Field Marshal Sir Henry Wilson, General Sir William Robertson, General Sir William Birdwood, General Sir Hugh Trenchard.

G.C.B.: Sir Maurice Hankey.

FRENCH DEMOBILISATION IS PROCEEDING RAPIDLY

When Task Is Finished Early In October Army Will Number 600,000 Men

(Reuter's Service)

Paris, August 6.—The demobilisation of the French army is being pushed forward actively. The task of deconcentration will be completed September 15 and total demobilisation will be realised by October 4. France will then have an army totalling about 600,000 men.

France To Develop Big Merchant Marine

Bill Will Be Introduced In Chamber Providing Funds For Commercial Fleet

(Reuter's Service)

Paris, August 6.—Over 1,000,825,000 francs are to be spent by the French Government on the development of a new commercial fleet. A bill in this sense will be introduced in the Chamber of Deputies.

ALLIES IN NORTH RUSSIA MAKE SURPRISE ATTACK

Combined Land, Sea And Air Forces Conduct Raid At Lake Onega

(Reuter's Service)

London, August 5.—A communique states:

General Maynard reports that a successful raid was carried out on August 2 by combined land, sea and air forces with a view to surprising the enemy's flotilla at Lake Onega and capturing Port Talvulski, 40 miles south-east of Medvyejyagoka.

Two enemy steamers armed with three-inch guns were captured in good condition and a third, which ran ashore at Talvulski, was captured, also 20 prisoners.

London, August 7.—An Esthonian communique reports.

The Russian North-west Army, under Bolshevist pressure, is continuing to retreat from the Esthonian Frontier and the Bolshevists now threaten Yamburg.

Labor Party Reduces Grants In Parliament

Main Criticism Is Smallness Of Recognition Given To Air Forces

(Reuter's Service)

London, August 6.—The Labor Party has decided to move to reduce the grants to a total of £200,000.

The main criticism to the grants in the Lobby is the smallness of the recognition given to the Air Force.

WANTED, young American age 19 to 24, graduate of High School or College, to learn trust business and banking. Excellent opportunity for advancement. Reply giving full particulars as to age, education, experience, etc., to Raven Trust Co., Ltd., Shanghai.

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CHEVROLET

Maze Of Issues Involved In Peace Moves At Peking

What Will Be Outcome Of Interchanges Going On Between North And South Remains In Doubt

(*From Our Own Correspondent*)

Peking, August 6.—Although on the surface the solution of internal disputes may seem to be further off than ever, a great deal of underground work through private and personal channels is going on in relation to peace projects which may turn out as the only possible and satisfactory means of untangling the maze of issues involved. Open diplomacy apparently cannot but fail when it attempts to deal with secret and private prejudices, such as complicate more intensely every day the politics of China.

In addition to the special representatives of important Northern and Southern officials who have been passing back and forth unofficially between the lines lately, a great many semi-official telegrams of suggestion and reply have passed between the offices of the Central Government in Peking and the various provincial tuchuns and governors and the directors of the Southern military government. These messages are important in so far as they make clear what points can be compromised in the matters under dispute, and on which points individual persons in power lay particular stress. They are mere indexes of public sentiment when, like the majority of these received lately from provincial governors, they simply advise the continuance of the proceedings at Shanghai and the regular appointment of northern delegates to resume negotiations.

The Southern leaders, led by Tsen Chun-hsuan, chief director of the Canton military government, unite in opposing the plans of individual militarist governors all over the country to solve the peace situation among themselves and divide the spoils of union. Such negotiations are going on continually and should not be confused with the private delegations of government officials paving the way for formal central action.

Opinions Are Divided

Opinions, however, seem to be divided as to whether the disbandment of troops or the solution of the constitutional disputes should first be undertaken. General Lu Yung-ting, one of the chief military authorities in the South whose position is particularly significant because of his connections with both Northern and Southern parties and wavering between allegiances, insists that the government make immediate arrangement for the disbandment of the surplus troops and states that he himself has begun measures for disbandment in his forces. The military government of the South as a body has wired President Hsu pointing out that since the suspension of the peace conference the attitude of the North toward the internal situation has not been clear, and that recently rumors of military preparation to resume hostilities have been current. The Canton government desires assurances that the President is able to maintain the armistice and that hostility will not break out after the appointment of a new cabinet.

Many of the Southern officials regard the dissolution of the new Parliament as essential to internal peace. Dr. Wu Ting-fang is one of those who urge the settlement of the constitutional disputes immediately prior to the negotiations on other points at issue. Other Southern leaders protest against the new Parliament, condemning the Anfu Club which dominates it. Since the power of the Anfu Club appears to be increasing daily in the capital it is hard to see how such protests can ever be satisfactorily met. Peking has signified the firmness of its stand on the subject by a reply to the Southern leaders, stating that the "extraordinary" parliament is proceeding with due persistence on the drafting of a new constitution and reminding the South that their parliament has little right to criticise on grounds of legality any temporary governing bodies.

A hopeful sign for a compromise on this point is appearing in the measures being taken by officials here to dispose of the new Parliament in its present integral form. It is known that several members of the old Parliament have come up to Peking lately and that conferences have been going on between parliamentary members in view of the establishment of a compromise body. The government is believed to favor the idea of dissolving both parliaments in favor of a new body which shall be composed of members of both bodies chosen on some negotiated basis. That such a measure would be quite unconstitutional is, in the present hopeless tangle of affairs, irrelevant. The government has lately been establishing a large number of new official organs, such as the Economic Commission, the Administrative Commission, as well as various military commissions, with the aim, it is said, of providing posts of decent retirement for the members of parliament who must inevitably be relieved of their jobs under the reorganisation. Some members of the old as well as the new parliament may also be members of these commissions.

President Is Discouraged

Whatever the importance of the movements of private delegates between North and South and from party to party, it is evident that no decisive step can be taken until the central government has formed itself into a sufficiently organised unit to appoint responsible spokesmen. That the President has recognised this fact is apparent. His attempts to appoint a premier acceptable to Parliament and the political party in power as well as to the moderate group throughout the country and his own policy have been persistent, and only now begin to look quite hopeless. With the failure of government officials even to compromise on one of their own number—an Anfu man—as premier, all efforts to form a responsible cabinet appear unavailing. It is said that in a recent interview the President expressed himself as discouraged with these failures and without further means of settlement. Blocked at every point by the selfishness of Anfu policies, and in the last instance by the interference of one man, Tuan Chi-jui, the President can no longer choose, it appears, either premier or policy.

CHINESE EASTERN STRIKES ARE REPORTED SETTLED

Order Declaring Line Under Martial Law Is Issued By General Pleshkoff

(*Reuter's Pacific Service*)

Harbin, August 8.—It is reported that the strike is ended at Manchuria, Hailar, Mulin and Hantaohedzi stations.

General Pleshkoff has received a telegram from General Horvath making him his plenipotentiary representative in the territory of the Chinese Eastern Railway. Consequently General Pleshkoff has issued an order declaring the Chinese Eastern Railway to be under martial law, according to which all those guilty of hindering the work of the government will be brought before a military tribunal. The General has issued an appeal to workmen requesting them immediately to return to work, and so free him from the necessity of taking the severest measures including the death penalty.

It is reported from Omsk that the Bolshevist wireless confirms the announcement that General Denikin's army has captured Poltava, Broskuroff, Yampol and Vapniarka.

Peking, August 7.—Reuter's Agency learns that the Union of Russian and Chinese Telegraph employes at Harbin has issued a circular calling on its members to unite against the Japanese whom the circular states are endeavoring not only to destroy China but Russia as well, also urging that notes issued at Omsk should not be received "because the Omsk Government may shortly fall."

Bands of Hunghutze wearing red rosettes and carrying red flags have appeared 300 miles east of Harbin, and on the 2nd instant they attacked a steamer on the Sungari River.

PREMIERSHIP PROBLEM AT PEKING NOT SOLVED

Confirmed No Action Will Be Taken Until Parliament Has Adjourned

(*Reuter's Service*)

Peking, August 6.—The report that there would be no nomination of a new Cabinet until Parliament closes is confirme by Chinese reports today. It appears that the Anfu Club continues to oppose the President's wishes in this respect and will make no compromise. It is reported at the same time that Marshal Tuan is on more friendly terms with the President, but that General Hsu Shu-cheng is directing the opposition of the Anfu Club. Chinese circles are beginning to believe that General Hsu is gaining a measure of independence from the control of his military chief, not that Marshal Tuan is playing a double game with the President.

It is also reported in the Chinese papers that a neighboring country has arranged with the Anfu Club for the Club to get control of the Ninghsiang coal mines in Hunan and that $4,000,000, will be advanced to the Club for that purpose. It is said that efforts are being made to get General Chang Ching-yao to send troops to the mine field to rid the area of persons likely to prevent the extension of the mining area from ten to thirty square li.

No Compromise In Sight On Appointment Of Premier

(*From Our Own Correspondent*)

Peking, August 5.—All reports in the Chinese vernacular press to the contrary, it is believed upon the highest authority that no steps are being taken towards a compromise between the Anfu Club and the President's supporters concerning the premiership of Kung Hsin-chan. The arrangement by which Kung Hsin-chan was to assume the premiership and form a new cabinet was killed by the combined opposition of the Anfu Club, stiffened at the last minute by General Tuan Chi-jui. Since then Kung's nomination was withdrawn for this reason, the President has taken no steps to appoint a premier and has paid no attention to the interpellation of the Anfu members of Parliament to this subject.

The President is waiting until Parliament adjourns before he does anything, as it has become obvious to all that there can be no equitable compromise with the Anfu Club. After the adjournment of Parliament on the 12th of this month the President will have a better chance to appoint a non-party premier and cabinet and push forward the negotiations for national peace. And this is what he is waiting to do.

Peking May Appoint Minister To Chile

(*Reuter's Service*)

Peking, August 6.—The Chinese Press reports that the Waichiaopu has suggested to the Cabinet the advisability of appointing a Minister for Chile and the Argentine with headquarters in Chile.

Ask Lu Cheng-hsiang To Take League Post

(*Reuter's Service*)

Peking, August 6.—Although Mr. Lu Cheng-hsiang has pleaded that his health will not permit him to act as China's representative in the League of Nations the Government insists that he shall take that post, assisted by Messrs. C. T. Wang and C. C. Wu.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1. March—Here Comes a Jolly Sailor ..... Ridgood
2. Overture—Le Flutiste ..... Kling
3. Waltz—Moonlight Blues ..Dean
4. Selection—The Duchess of Dantzig ..... Caryll
5. (a) One Step—Hitting the High Spots ..... Weidt
   (b) Fox Trot—Hello Central Give Me No Man's Land ..Schwartz
6. Selection—The Tales of Hoffmann .... Offenbach

A. de Kruger,
Conductor-in-Charge.

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Ladies', Children's,
Misses' and Boys'

Rubber Overshoes

in all Sizes,

Different Styles, Widths
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To fit all styles of Shoes.

Immense Stock

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1.—Sore throat.
2.—Intestinal infections such as:—
   Cholera of infants
   Dysentery of adults
   Enteric
3.—Typhoid.
4.—Diptheria.
5.—Tonsilitis.
6.—Tuberculosis.

Reprint of

MUNICIPAL NOTIFICATION

No. 2642

Choleraic Diarrhoea

The attention of the Public is particularly directed to the following Notice issued by the Health Department:—

CHOLERAIC DIARRHOEA

Caused by Food Infected by the Excretions of a Previous Case

HOW TO PREVENT

EAT AND DRINK

Nothing that has not been recently cooked, boiled or otherwise sterilised.

DO NOT CONSUME

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. ***Milk or cream which has not been boiled or sterilised.***
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC., CAN BE STERILISED

so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 7, 1919.

It is an essential condition of safe milk production that it should be kept at a low temperature during the whole of the interval between being drawn and being consumed or preserved.

STERILISED MILK

READY FOR DRINKING

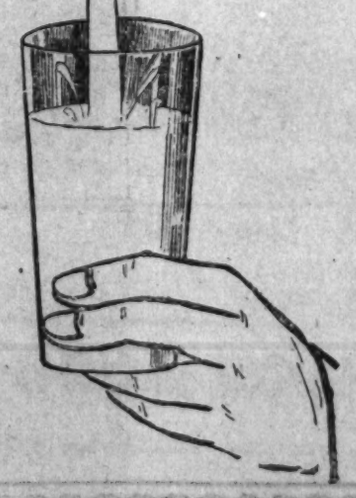
Cooled, collected, canned and sterilized all within a few hours of being drawn from first-class cows grazing on fine pastures in open country.

The only milk in sickness and convalescence. Absolutely sterile. Free from preservatives. Ready always at any time in any weather anywhere. Sold at all principal Stores. Price in Shanghai $1 for 5 cans.

IF POURED OUT FROM THE HEIGHT OF THE SHOULDER, THE AERATION THUS PROVIDED REMOVES THE SLIGHT SUGGESTION OF FLAVOUR OF CANNING AND IMPROVES THE TASTE OF THIS IDEAL FULL CREAM DRINKING MILK

Just rub the lid to clean it perfectly, punch two holes, pour out.

MILKMAID STERILISED MILK



Cut this out for the Cook

Buy
Milkmaid
Sterilized Milk
$1 for 5 cans.
Ready for Drinking

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especially to those who have thought it necessary to pay high prices for modern conveniences and luxury.

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is a Symbol of Refinement and Reliability

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Sales Manager.

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THE STAR GARAGE and **THE EASTERN GARAGE**

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The Star Garage, -:- -:- 125 Bubbling Well Road.

TIBETAN FORCES GATHER ON BORDER OF SZECHUEN

Peking Receives Appeal From General Hsiung Ye-wu For Troops And Munitions

(From Our Own Correspondent)

Peking, August 5.—The Peking Government has received a telegram from General Hsiung Ye-wu of Szechuen stating that large supplies of arms and military equipment for the Tibetans have arrived at Tehkeh, near the frontier, while Tibetan troops in considerable numbers have been concentrated at Chako, a village near the town of Kanchi. The Tibetan forces are composed mainly of cavalry and are very mobile, a fact which gives them considerabble advantage over the Chinese which may have to oppose them.

General Hsiung requests the Government to send him a large quantity of arms and ammunition by way of Chengtu at once and at the same time asks for reinforcements of both infantry and cavalry. He recommends that the latter troops be despatched from the cavalry division now serving under the Tuchun of Kansu. These troops could, he says, march directly against the Tibetans from Kansu, so that it would be possible for the Chinese, in case of necessity, to attack the Tibetans on two flanks.

The General Staff and the Ministry of War held a meeting yesterday to discuss measures for the defense of the Szechuen borders and decided that Chamuto and the neighboring districts should be marked out as defensive lines, and that no attack should be made upon the Tibetans unless they advanced to within thirty li of these lines. Orders to reinforce General Hsiung were not taken up at the meeting at all.

The dissatisfaction of the Tibetans and the resulting activities of their border troops are to be attributed in the first place to their desire for prompt and comprehensive negotiations with the Chinese in regard to autonomy for Tibet and in the second place to the grafting of Chinese border officials, who are taking in so much squeeze on all products leaving Chinese territory for Tibet that the Tibetans are unable to purchase the goods of which they are in daily need. This abuse has always existed along the Sino-Tibetan frontier, but was never so bad under the monarchy as it has been under the Republic. Hence it is believed in foreign quarters here that the remedy, if it comes, must be along the lines of practical negotiation with the intention of giving the Tibetans a square deal in their demands for autonomy, and also by compelling the Chinese border officials to eliminate all squeeze on merchandise leaving this country for Tibet. Military measures, always a risky experiment against the Tibetans, will not be necessary provided the above remedies are adopted.

Correspondence

Opium Cultivation In Korea

Editor, THE CHINA PRESS

Sir: The recent publication of the new opium ordinance for Korea brings to notice again the very serious state of affairs between China and Japan in connection with the morphia trade. This new plan in reality establishes a new Japanese Government Opium Monopoly for Korea. As one reads through the long and detailed regulations, and also the official statement of the Japanese Government, a copy of which was sent to the International Reform Bureau in February, he fes's how little these things can do to meet a great and vicious trade backed by large financial power. In these present regulations, morphia stands out as the main drug wanted. Art. 4 provides that if the opium brought in by the farmers does not contain the required amount of morphia, the opium shall be destroyed without payment.

Art. 6 also states first that the opium sold is to be for the manufacture of morphia as well as other derivatives. Art. 17 also indicates the importance of the morphia to be secured.

Why this call for morphia? Hon. G. S. Muir, Sec. of the Edinburgh Anti-opium Society, published the statement from China that Japan has provided in one year 18 tons of this death dealing drug to the Chinese people. Is it true? The statement has not been importing very large quantities of morphia that she could not use herself. In 1915 were imported 358,543 ounces; in 1916 still more, 558,812 ounces, and 1917 still more, 600,229 ounces:

It is estimated that Japan does not need more than 30,000 or 40,000 ounces. Is the balance for China? Now if it is said that the importation has greatly decreased, on the other hand the cultivation has greatly increased in Japan and Korea. On the train between Osaka and Kyoto, in May this year the writer counted 194 poppy fields seen in full bloom. Other fields in the distance could not be counted.

A chief of police also said more opium was cultivated in other districts, chiefly for the Osaka drug trade. Hundreds of poppy fields are now seen in Korea. One missionary reports a thousand acres in his province. Yet at the same time the official statement is made that the opium evil is to be finally eradicated. Is this great excess of cultivation over requirement to that end? The Japanese cabinet in January said that the opium policy in both Tsingtau and Formosa will cease and the supply of the drugs will be completely ended. When? A high Japanese official in Tokio admitted in June that as yet he feared nothing had been done.

The new regulations put so much of the matter into the hands of the drug men and the police. Yet these have been the great offenders in the past. There are profits in the trade. Will the Government encouragement of a large cultivation and supply tend to end the morphia danger? Opium may even be supplied to schools. For what purpose? It is reported that one teacher recommended the needle to help over school fatigue.

Many believe that this new opium policy for Korea will bring much danger and larger discredit to Japan.

E. W. Thwing,
Secretary International Reform Bureau.

Korea, June 28, 1919.

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77 ROUTE VALLON

ENTERTAIN STUDENTS TODAY

The party of nearly 200 Chinese students who are leaving on the Colombia next Saturday for the United States, where they will enter various colleges and universities, will be entertained at the Chinese Y.M.C.A. at 5 o'clock this afternoon. Yesterday the departing party were the guests of the following organisations at Nanyang College, where there was speaking, refreshments and a general informal reception in their honor: the World's Chinese Students' Federation, the Kiangsu Educational Association, the Chinese Vocational Educational Association, the Shanghai Students' Union, the National Students' Union, The Western Returned Students' Union, the Shanghai Educational Bureau and the Shanghai Commercial Federation.

PRINCE OF WALES SAILS

(Reuter's Service)

London, August 6. The Prince of Wales left today on board H.M.S. Renown on a tour of Canada and the United States.

The King and Queen and other members of the Royal Family took leave of the Prince at Portsmouth.

"Quench Your Thirst!"

CINZANO VERMOUTH

A Refreshing Beverage in Summer

Served with "RED-ROC" or Soda Water comes as a

DELICIOUS REVELATION

Indispensable for mixing

Superior Cocktails

WIELAND'S BEER

To-day everybody knows the nourishing and tonic properties of good beer. But not all beers are good beers—good enough to go into your home. It is a fact that

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has a wider distribution than any other western beer in the homes that can afford more expensive beers. The reason? Order a case and find out for yourself.

Brewery's Own Bottling. THAT'S IMPORTANT!

John Wieland Brewery, San Francisco

Book your order NOW

No more is being brewed in the U. S. A.

GOLDEN STATE LEMON JUICE

PURITY GUARANTEED under United States Pure Food Law

Contains no preservatives or adulterants. Each case contains 24 Pint Bottles

EVERY BOTTLE CONTAINS EIGHTEEN LEMONS

GOLDEN STATE LEMON JUICE is made from CALIFORNIAN SUN-KISSED LEMONS

The Perfect Water!

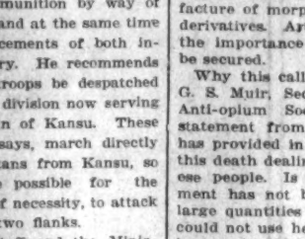
RED-ROC

NATURAL SPRING WATER

RED-ROC

is recommended by the Foremost Physicians as

THE ONE AND ONLY PERFECT WATER



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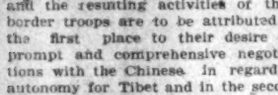

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DUST DIRT AND DISORDER

That's the state of some of our sections during these Alteration Days. Soon we shall be busy in the Boots, Hosiery and Toilet Sections. Stocks must be cleared now to avoid damage and here are absolute clearing prices this week

BARGAIN DAYS IN THE HOSIERY, TOILET, AND BOOT SECTIONS

LADIES, Here Are Big Values

Ladies' White Lisle Hose Black Embed Clox. Usual Price $2.50
This Week $1.00 pair

Ladies' White Lisle Hose. Usual Price $1.50
This Week $1.00 pair

Ladies' White Lace Ankle Lisle Hose. Usual Price $1.35
This Week $1.00 pair

Ladies' Black Lisle Hose 10 inch only. Usual Price $1.00
This Week $1.00 for 2 pair

Ladies' Black Lace Ankle Lisle Hose. Usual Price $1.35 pair
This Week $1.00 for 2 pair

Ladies' Onyx. Silk Hose, Black, White, Tan, Navy, Grey, Suede and Bronze. Usual Price $2.50
This Week $2.00 pair

Countess Silk Hose oddments in popular colors. Usual Price $3.00
This Week $1.75 pair

Bellaire Black Silk Hose. Usual Price $2.50 pair
This Week $2.00 pair

Billdon Ivory Silk Hose. Usual Price $2.50 pair
This Week $1.75 pair

Ventnor White Silk Hose. Usual Price $1.50 pair
This Week $1.00 pair

Bargains in Silk and Lisle gloves.

White Silk gloves with Black and White stitching U. P. 4.50 — This Wee **$2.75** pair

Grey Silk gloves with Black and White stitching U. P. 3.00 — **$2.00** pair

White Lisle gloves Usual Price $1.75 pair .... This Week **$1.25** pair

Beaver Lisle gloves Usual Price $2.00 pair .... **$1.25** pair

Grey Lisle gloves Usual Price 1.50 1.75 .... **$1.00** pair This Week **$1.25** pair

Black Lisle gloves Usual Price 1.50 2.00. ... . **$1.00** pair

Call in the Toilet Department

Gillette Razors $6.50 each

272 Foxs Yardleys Soap. Fine oatmeal 3 tabs in box
This Week **$1.00** for 2 boxes

68 Tabs Cut-line Soap. A Crown perfumery quality
This Week **$1.00** for 6 tabs

75 Boxes Kinsol Soap. Fine quality, Erasmic Soap
This Week **$0.75** for 3 tabs

44 Boxes Castile Soap. A popular quality
This Week **$1.75** dozen large tabs

55 Boxes Castile Soap. The smaller cakes
This Week **$1.25** dozen tabs

300 Tabs. William's Luxury Shaving Soap. Gives a perfect Lather
This Week **$1.00** for 3 tabs

100 only Yardley's Shaving Soap. The stick in the glass case
This Week **$1.00** for 2 sticks

300 dozen Colgate's Floating Bath Soap.
This Week **$1.00** for 12 tabs

380 Boxes Colgate's Rapid Shave Powder
This Week **$1.00** for 3 tins

150 Bottles Sotol Mouth Wash Tablets. The latest dentifrice, price
This Week **$0.50** bottle

96 bottles Junota Liquid Face Powder, White natural or Rachel
This Week **$1.00** for 3 bottles

100 pairs Satin Wood Military Hair Brushes
This Week **$1.25** pair

90 only Auto Strop Razors. Complete in neat case.
This Week **$6.00** each

300 Packets Auto Strop Blades 6 in a Packet
This Week **$1.00** for packet

64 only 7 o/c Razors. A great favourite
This Week **$3.75** each

150 Packets 7 o/c Razor Blades, the keen cutting blades
This Week **$0.80** for 6

300 Amerax Razors. Made on the Gillette style, Complete in case
This Week **$3.50**

600 Packets Amerax Blades, Finest Sheffield steel
This Week **$0.50** for 6

48 only Durham Duplex Razors, A new guinea model, Complete in case
This Week **$1.75** each

300 Packets Durham Duplex Blades. The blades for a clean shave
This Week **$1.00** for 6

IN THE BOOT SECTION

256 PAIRS ORIENT BOOTS

A British Made Boot.

Black Box Calf Balmoral.
Medium Toe Sizes 4, 4½, 5, 5½ only
Tan Sizes 4, 4½, 5, 5½, 6, 6½ only

Usual Price $7.50 pair

THIS WEEK **$2.75** PAIR

96 PAIRS REX BOOTS

A Good English Made Leather Boot.

Black Calf Sizes 4, 4½, 5, 8½, 9 only
Black Box Calf Sizes 4,5,8½,9,10,11 only
Tan Calf - - - Sizes 4, 4½, 5 only

Usual Price $10.50

THIS WEEK **$3.75** PAIR

In the Tennis Section Absolute Clearout of all Tennis Rackets,

Slazenger's Tennis Balls

"1919," all delivered since June 1st, guaranteed fresh stock **$5.00** DOZEN

August Shopping will be profitable if you shop at Whiteaway's

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TERMS: CASH at time of purchase or on delivery of goods

EMPRESS OF ASIA SAILS WITH MANY PASSENGERS

C. P. O. S. Liner Also Carries Huge Silk Shipment To America

Taking about 125 first class passengers and 1,500 tons of cargo, including Taels 3,500,000 worth of silk from Shanghai, the Canadian Pacific liner Empress of Asia sailed from Woosung last night for Japan and Vancouver.

Among the passengers leaving from Shanghai for Vancouver were Mr. W. C. Sprague, of the Standard Oil Co., and Mrs. Sprague; Mrs. C. S. Lobingier, who will join Judge Lobingier in Washington; Dr. T. Philip Sze, Chinese Commissioner of Education to the United States; Mr. Maurice Brodbecker, of the Messageries Maritimes; Dr. and Mrs. A. W. Tucker, Mr. G. D. Coutts, Mrs. R. S. Ivy and daughter, Mr. D. M. Gubbay and Mr. and Mrs. W. Katz and family.

The Empress of Japan of the Canadian Pacific Ocean Services is expected to arrive at Woosung about midnight Monday with 600 tons of cargo and a heavy mail for Shanghai. The tender is expected at the Customs Jetty about 10 o'clock Tuesday morning and the ship will sail for Hongkong Tuesday night, the tender leaving the jetty at 6 p.m.

News Brevities

A brass smith was sentenced to six months' imprisonment by the Mixed Court yesterday for abducting a child.

* * *

A chauffeur who failed to obey police signals at the corner of Nanking and Kiangse Road was fined $20 in the Mixed Court yesterday.

* * *

Mr. H. Naftaly, local agent of Messrs. Arkell and Douglas, Inc., left for the United States yesterday on the Empress of Asia. Mr. Naftaly goes to the home office with the idea of expanding the firm's activities in the Far East and will return within a few months. He was the recipient of a handsome souvenir on Friday night from the staff.

* * *

Supplement No. 5 to the eighth issue of the Postal Guide and List of Post Offices has been issued by the Directorate General of Posts, containing additions and alterations to May 31, 1919. The supplement gives twenty-nine post offices opened from May 1 to May 31, while alterations are given in the case of nineteen offices and agencies. The new supplement may be obtained at all Post Offices for 3 cents.

* * *

Mr. J. P. Williams, agent for the China Mail Steamship Company at Manila, will relieve Mr. F. C. Charman as Shanghai agent of the company on September first. Mr. Charman will be the local agent of the Admiral line, which is to open offices in the American Trading Company building on Szechuen Road.

* * *

The French Mail freighter Meinam, which sails for Saigon, Haiphong, Colombo and Marseilles on Tuesday, will take 1,500 tons of cargo from Shanghai.

* * *

Among Shanghai passengers leaving for Japan on the Empress of Asia last night were Dr. R. A. Bellilious, Miss B. Louravel, Mr. F. B. Lowry, Mr. Morducovitch, Mr. Benbow Rowe and Mr. E. B. Rose.

* * *

United States Consul-General Thomas Sammons leaves on the Kobe Maru today for a brief and much needed holiday in Manchuria and Korea. Mr. Sammons expects to be gone three or four weeks.

* * *

Sir Havilland and Lady de Sausmarez, Mr. H. Phillips, British Consul, Mrs. A. Brooke-Smith and Mr. A. G. Stephen are among passengers leaving Shanghai for Weihaiwei today.

* * *

Mr. Carl Crow and Mr. E. B. Waite were among the passengers returning to Shanghai from Hongkong by the Empress yesterday.

Premier Praises Foch In House Of Commons

(Reuter's Service)

Paris, August 7.—Mr. Lloyd George in the House of Commons paid a great tribute to Marshal Foch, the Allied Generalissimo, by whose genius the War was won in 1918.

Passengers Arrived

Per C.M. s.s. Nanking from San Francisco: Mr. and Mrs. Rene d'Anjou and infant, Miss Margaret and Mstr. Rene d'Anjou, Jr., Lieuts. H. J. Bland, J. Conacher, W. J. Dalton, D. Ferguson, J. O. L. Martin, C. P. Mollison, G. D. Raeburn, M. R. Towell and W. Ward, Misses Harriet A. Boder, N. M. Pan, Thelma Robinson, Jennie Stewart, Ruth Stewart, Mary L. White and T. L. Yin, Mr. and Mrs. Fred C. Clayton, Mrs. J. Chan Sune, Mstr. Douglas Chan, Mrs. C. A. and Mstr. Albert Heinz, Mrs. Y. D. Lau, Mstr. Lee Su-ping, Capt. H. S. Openshaw, Capt. and Mrs. R. Rose and infant, Mrs. L. Stewart, Mrs. E. L. Boystun, Mr. and Mrs. E. C. Travis, Messrs. H. S. Babcock, C. C. J. de Bournonville, G. Brandon, H. C. Chen, H. E. Gilmore, Leo. Hill, Harry Y. Liang, S. C. Liau, Otto Link, C. H. Hancomb, A. C. G. Loonis, P. A. Paris, R. H. P. Sia, Y. C. Tu, George Wan; through passengers for Hongkong: Mr. and Mrs. J. J. Blandin and infant, Mstrs. E. F. Blandin, J. J. Blandin Jr., Mr. and Mrs. E. H. Ford, Mr. and Mrs. A. Lello, Mr. and Mrs. Francis H. McCrudden, Mr. and Mrs. Fortin, Dr. Jas. R. Sanders, Capt. Cunningham Strettell, Mrs. Wong Kam-tuk, Misses Rosie Wong, May Chang, Messrs. O. F. Cook, Dea King-foo, Byron Fox, F. Gokee, R. E. Hertal Ho Some Teen, Jat Min-tan, Kim-yuen Wong, W. A. La Mountain, K. G. Leong, W. C. Liu, Harold F. Loomis, W. Maccabe, Eugene May, Wm. Mulqueen, Thos. Rowan, F. J. S. Welda.

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Moderate British Opinion Approves Treaty Of Peace Despite Much Criticism

The 'Crush Germany' School And The 'Don't Be Hard On Germany' Class Are The Only Ones Who Object

(From Our Own Correspondent)

London, June 25.—The great war is over. It has been over in fact since the Armistice, but not officially. Now there is no doubt about it being ended in every sense since the Germans have agreed to sign the terms of peace as drawn up by the Allies.

Up to the very last moment it was uncertain whether the Germans would sign. In France there was undisguised anxiety. The French, who have suffered so appallingly, shrank from a resumption of hostilities. Here in London there were many who believed that at the last the Germans would hold back, and "damn the consequences." And there were others—their numbers were by no means inconsiderable—who professed a desire to see the Allied armies march again. They are the people who have demanded that the final terms of peace should be dictated at Potsdam.

However, yesterday (June 24), all doubts were set at rest by the official news which was telephoned from Paris to Downing Street, and immediately re-telephoned to the King, who received it a few minutes after it was known in Paris. Thus the curtain is rung down on the most stupendous tragedy that has ever been enacted on the earth. It is worth noting that the signing of the peace is to take place within a day or two of the fifth anniversary of the Sarajevo murder (June 28, 1914) which was made the pretext for the mad aggression of the Central Powers. Since that date the map of Europe has been redrawn. Within five years the mighty Empire of the Hapsburgs has been humbled in the dust; and proud Germany, which was so addicted to saber-rattling and the brandishing of the mailed fist and which seemed all-powerful and unconquerable, lies beaten and dishonored, with her Kaiser a fugitive in a foreign land.

Reception Of The News

The news that peace was to be signed was received very quietly in London. In a few of the fashionable restaurants, such as the Savoy, there was some enthusiasm and dancing till the small hours; but we shall never recover the first, fine, careless rapture that followed the signing of the armistice.

Generally the feeling is one of relief and thankfulness rather than of jollity. Later on, when the peace celebrations take place as officially contemplated the country will no doubt let itself go. There will then be a general holiday, and "all the fun of the fair."

Opinions About The Treaty

You have of course formed your own opinion with regard to the scope and character of the terms of peace. To the "Crush Germany" school both in England and France the terms of the treaty do not go nearly far enough. But what would you have? Obviously a fair opportunity must be allowed the Germans to recover themselves if for no other reason than that of Allied self-interest. It would be futile to expect Germany to be able to pay the indemnity and carry out all the other exacting conditions imposed upon her unless she can pull herself together. It may even be necessary for the Allies to help her to set her industries going again; and however unpalatable it may be there is no doubt that facilities will have to be accorded Germany in respect of trade. In the City that is the opinion without question to the contrary.

Then there is the "Don't-Be-Hard-On-Germany" school who think the terms are unduly harsh and even unjust. They are not a very numerous body, but they are extremely active, and more will be heard from them in the near future. Their hope is to win over organised labor to their way of thinking, and to obtain through Parliamentary action some modification of the terms. The plea of this party is that Germany is now a Democracy (blessed word!) and ought to be received into the League of Nations forthwith with something of the joy of Heaven in the parable over the sinner that repenteth.

End Of The German Fleet

By scuttling their warships which were interned at Scapa Flow the Germans deliberately broke the terms of the armistice, just as they deliberately broke their pledged word to Belgium at the beginning of the war, and just as they will, if they can secure the opportunity, break their promises made in the peace treaty. The sinking of their Fleet proves that they are the same today as they were yesterday; they have changed their rulers, it is true, but there has been no change in their hearts. The moral which is drawn from the incident here is that only fools would trust the Germans.

The anti-Lloyd George newspapers profess to be enraged at the loss of the vessels at Scapa. How is it, they ask in tones of thunder, that the Government permitted this trick to be played? If Mr. Asquith had been in power the thing would not have happened! And so the criticism proceeds to the end of the leading articles. But these shots at the Government miss the mark. The German ships were interned under conditions laid down by the Allied Naval Commission; and it was stipulated in the terms of the armistice that only German crews should remain on board as caretakers. The final disposition of the fleet was expressly reserved for settlement in connection with the peace treaty.

Everybody knows, or ought to know, that Great Britain simply acted as sentry to the Germans at Scapa in order to prevent them putting out to sea. A proposal was made in the first instance to intern the surrendered ships in neutral waters, but none of the neutral countries would assume responsibility. Probably there will be an official inquiry into the affairs so as to clear away the suspicion which has gained currency across the Channel that Britain connived at the scuttling. Our French friends were exceedingly keen on getting a number of the German warships to augment their navy, but the British Admiralty desired to see the fleet sent to the bottom after the approved manner of dealing with pirate craft. This known desire lends color to the suggestion in France that we are not altogether blameless; indeed some of the French papers assert that we should pay compensation.

But when everything has been said about the scuttling of the German ships the fact remains that the average man here is rather glad that they have disappeared. Their ultimate disposal might have led to serious trouble. Great Britain did not want them; and whoever else obtained them would have found them a heavy expense, while they would probably in one or more instances which need not be particularised have caused the new owners to nurse Naval Ambitions. And the world does not want a renewal of the old, wicked policy of piling up armaments.

The Coal Commission Report

It was fully expected that the Coal Commissioners would be unable to agree on the findings for a report. But the different reports are extremely valuable, for they represent various points of view. The most important is that signed by Mr. Justice Sankey, the Chairman of the Commission, and by all six representatives of the miners. It carries the weight of authority if not of numbers; and this is the report that is calculated to impress the Government.

It is in essentials a recommendation in favor of nationalisation. But it is not nationalisation as generally understood, but proposes that the State should take over the coal royalties on payment of fair compensation. It would also acquire all collieries, including building, machinery and stores. Each mine would be under the authority of a manager responsible to a local Mining

(Continued on Page 10)

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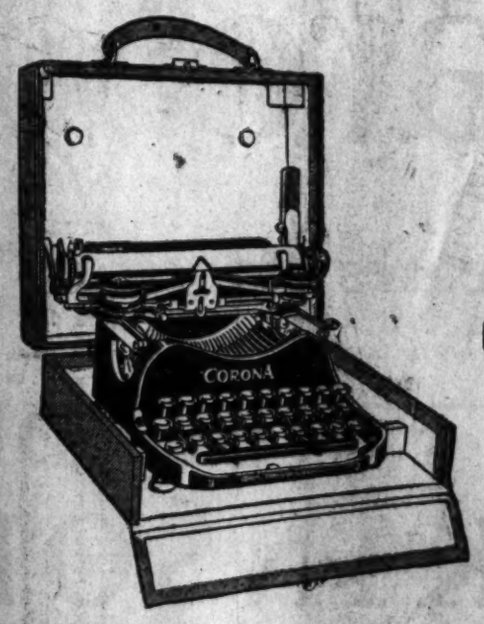

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Moderate British Opinion Approves Treaty Of Peace Despite Much Criticism

(Continued from Page 9)

Council composed partly of miners' representatives. In case of dispute between the manager and the Council the issue would be referred to a District Council. The latter bodies would be elected by workers, the chief consumers, and technical and commercial interests. Under the authority of the Minister of Mines this Council would control everything connected with coal production, including wages, prices and distribution.

It is a very ingenious scheme. All that can be said now is that it provides a basis for Parliamentary and public discussion.

The Westminster Divorce Case

Mayfair has been mildly excited over the Westminister divorce case, which has ended in a decree nisi for the petitioner, the Duchess of Westminister. The Duke, who is known among his intimates as Bend Or, after the celebrated Derby winner owned by his grandfather, did not put in an appearance in court. It came out in evidence that he offered his wife £13,000 a year to live away from his various residences and avoid court proceedings, but she refused.

There were, however, no revelations, as the evening papers say. The Duke for some reason that did not transpire would not have anything to do with his wife; he refused to speak to her or see her, and declined to sleep under the same roof with her. Thus when she turned up unexpectedly at Eaton Hall where he was entertaining a party of friends he left the house, and of course his guests. The Duke of Westminister did a lot of war work and the Duchess ran a Red Cross hospital in France. Before marriage she was Constance Edwina, younger daughter of Mr. W. C. Cornwallis-West.

A Corner In Linen

The huge linen deal effected with the Government by a gentleman named Mr. Leonard I. Martin has provided a "nine days' wonder." Of Mr. Martin it must be said that he woke up one morning last week and found himself famous. Nobody had heard of him till now. He says with engaging candor that he knows nothing about linen; but he offered the Aircraft Disposals Department £4,000,000 for 40,000,000 yards of linen of the finest quality manufactured for aeroplanes and the offer was accepted.

This is described as the biggest one-man-deal on record. Mr. Martin seems to have done some trading in agricultural machinery in America, and he has done business here on admittedly small capital with motor tractors. He is under 40 and boasts that he can control the market in linen for a couple of years by the simple process of undercutting any possible competitors. Naturally the manufacturers are perturbed, but little sympathy is shown them. It is stated that they would only offer the Government a "knock-out price" and required a guarantee that the linen should be sold to them in small lots as required so that they could maintain the present high charges to the public.

To an interviewer Mr. Martin said he was the only man who was prepared to take the stuff in one lot and he added that he expects to clear a million pounds for himself as a result of the deal.

The Postal Censorship

I think that at last it may be said that the Postal Censorship has gone. There have been so many false hopes in the matter before now that one is rather skeptical; but a memorandum I have received makes it clear that the articles posted by foreign correspondents to their newspapers abroad has been abolished. The Chief Postal Censor has wielded power since December, 1916.

Freedom is gradually creeping in: "Dora" is dying—a lingering death, it is true—but the old lady is certainly near her end. Hurrah!

Loans To China

Mr. Cecil Harmsworth's reply to a question in the House concerning the China Consortium difficulty is the first official pronouncement on the subject. It practically confirms what I stated in this correspondence some weeks ago. American, French, and Japanese banking groups have been formed for financing loans in China; but the British Foreign Office will not give "exclusive official support to the British group, unless that group is enlarged in such a manner as to render it sufficiently representative of the financial houses of good standing interested in loans to China to give no cause for criticism on the ground of its restriction."

Commenting upon this, the writer of the Times City article says that the representatives of the pre-war Consortium group here find themselves quite unable to extend it to the point at which "no cause for criticism" on this ground would remain. The protracted delay it is stated, is very unfortunate, and may be seriously prejudicial to British interests.

The Coal Supply

With the advent of June in pre-war years the householder looked for the coal merchant's announcement of lowest summer prices. Those who could do so ordered their stock of fuel for the winter. This year June brings the disturbing announcement that coal is likely to be dearer than ever, and that supplies will be limited.

According to a memorandum presented to the Coal Commission and an announcement in the House of Commons by Sir Auckland Geddes, there is an alarming decrease in the production of coal. The decrease in the year beginning July 1, compared with 1913 is estimated to come out at not less than 70,000,000 tons. Moreover, the effect of shorter hours and higher wages for the miners will involve an increase in price of 4s. 6d., per ton, unless the State meets this with a subsidy. In the latter event the burden on taxpayers would be £45,000,000. These are astounding figures.

It is probable that rationing of coal for private consumption will be continued. It was hoped that we had got rid of personal discomfort and domestic hardships with the ending of the war so far as coal was concerned. But of course this is not the most serious aspect of the question. The revival of our chief industries depends upon a cheap and plentiful supply of coal.

Coal And Exports

There is also the foreign trade to be considered. Coal has always been an important item in British overseas trade. It was a good business getter. A ship that brought a cargo to these islands could always rely upon a cargo of coal outward bound. The war interfered with that; so much so indeed that from 1913 to 1918 our exports of coal fell off by more than one half. It is vital to our national prosperity that our coal exports should be restored to what they were previous to the war, and this cannot be done unless coal is produced and sold at a price that foreign merchants will pay.

It remains to be seen whether these considerations will receive the weight to which they are entitled by the Coal Commission, which continues to sit daily under Mr. Justice Sankey. The report of the inquiry is promised at an early date. So far as the hearing of evidence has proceeded the main object, broadly speaking, appears to have been a strenuous endeavor on the part of members of the Commission who are frankly out for nationalisation of the mines to make out a case for state ownership. Unfortunately theorising Socialism recognises no limit beyond which shorter hours and higher wages cannot go; but the limit is there.

Mainly About People

Dr. G. E. Morrison, of Peking, underwent an operation in a London nursing home on the 2nd. inst., and is, I am glad to learn, progressing satisfactorily. He was taken suddenly ill while in Paris attached to the Chinese Peace Delegation there, and had to come to London for treatment.

A marriage is announced to take place this month between Mr. T. Sercombe Smith, B.A., LL.B. (Lond.) formerly of the Hongkong Civil Service, and Puisne Judge, Supreme Court, Straits Settlements (retired), and Mary, widow of Robert North de Beauvais, late of Ancaster, Grantham, and The Links, Golf-road, Budleigh Salterton, East Devon.

Vice Admiral Sir Alexander Ludovic Duff, C.B., is to succeed Sir Frederic C. T. Tudor, C.B., as Commander-in-chief on the China Station. An announcement that Admiral Hope was to take over the duties is incorrrect. Sir Alexander has been Rear Admiral, 2nd. Battle Squadron, since 1914, and is at present acting as Assistant Chief of the Staff on the Admiralty Board. Before the war he was at the Admiralty as Director of the Mobilisation Division.

Acknowledgement was made at a meeting of the British County Homestead Association, over which Kathleen Viscountess Falmouth presided, of the receipt of £2,115 which had been collected in China through the influence of Mr. H. Bell, of Shanghai. It was reported that after paying all expenses the Association has £2,250 on deposit.

Government Agents Hunt Woman In Bomb Plot

"Dynamite" Louise Berger

"Dynamite" Louise Berger, of New York, who is being sought by Government agents in connection with the nation-wide bomb plot. A premature explosion of an infernal machine in her home in Harlem, New York in 1914, killed three anarchists. "Dynamite Louise," as the Berger woman was known, went to Russia in 1917, and all trace of her was lost, according to Government agents, until work in connection with the recent bomb outrages led to the discovery that she had re-entered this country.

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KAISER'S KIN IS OBNOXIOUS

'Tino' Accepts Invitations To Banquets And Balls And Then 'Cuts' His Hosts

Chiasso, Italo-Swiss Frontier, June 8.—Switzerland is getting tired of exiled Kings. They seemingly cause a rise in food prices, already toned up to breaking point, and give a good deal of trouble in international relations owing to their craze for political intrigue. Their faithful friends plot to get them restored to their former thrones. Switzerland is now the favorite resort of dethroned and crownless monarchs. Many of them, unhappily for Swiss hotel keepers, are fortuneless as well.

Ex-King Constantine of Greece, known to his foes as "Tino," has not been paying his bills with regularity of late. Since Kaiser Wilhelm, his brother-in-law, hastened into Holland, help from Germany fails to come. So hard up is "Tino" and his family, who live at the Hotel National, Lucerne, that he has had to borrow from former subjects, notably a courtier named Streit and the once fire-eating Theotokis.

The weekly hotel bill is 2,400 francs ($480), a modest sum for even an ex-sovereign, with a following of sixty people, all told. But even this bill (the entire family and entourage are on regular board rates) is paid with great difficulty.

Had To Cut Him Out

Then, "Tino" is no longer the little god of all those war profiteers who still flock to Switzerland from the ex-Central Empires. They are tired of him. His way of accepting sumptuous banquets and then cutting his hosts and hostesses of yesterday when another dinner-giver has arrived, has finally bored them, and invitations are few and far between.

No longer do his German, Austrian and Greek admirers give balls for him, where lights were turned out at 2 in the morning, though the party did not break up till several hours later. The orgies of "red balls" and "pink balls" and even "black balls" (so-called just because the lights went out before the party broke up, and everybody wore black when the lights were on, and all the decorations were black) began to shock the decent health or pleasure seekers at Saint Moritz, Lugano, and other resorts, so that the Swiss police had to intervene and "Tino" was cut off from these lurid joys for the sake of public decency.

To crown all, the exchange is so bad for his dearest friends that they no longer have the money to spend on his amusement. And so he has to walk up and down the shores at Lucerne on foot, for he has not even a motor nowadays.

Kaiser's Sister Sees No One

The rest of the family pass their time as best they can. His granddaughters and nieces, for the lack of a carriage or a car, go about on bicycles. People turn round to look at them, not because they are exiled princesses, but because they happen to be very pretty into the bargain with fair hair and dazzling complexions; and beauty is not among the list of Swiss women's good qualities.

"Tino's" wife, Sophia, Kaiser Wilhelm's sister, goes nowhere and sees nobody. She is clothed in melancholy silence and takes her place at the head of the family table in the public dining room of the hotel with an expression of settled melancholy. They simply can't afford to dine in their rooms, because it would cost at least 20 percent more, and goodness only knows how long they will be able to pay the weekly bill as it now stands. "Tino's" one extravagance nowadays consists of very strong cocktails. He quite recently asked Germany for a loan of 6,000,000 marks, but was curtly refused.

His brother, Prince Nicholas, walks a good deal on the lakeside, with a huge monocle in his right eye—his one extravagance. The fallen heir to the Greek throne. The Crown Prince's cousin, known as the Duke of Sparta, shares these melancholy walks. Prince Paul, his younger brother, kills time with a pretty little girl from Vienna; but as his whole income is $200 a month he cannot paint Lucerne red, and is content to listen to the public band, or to take coffee in a public garden where popular prices prevail. None of the family is popular in the little city, however. The Swiss say they are rough and disagreeable. They certainly all look bored to death.

Old King Ludwig

The ex-King of Bavaria has taken a home in Switzerland, too—an old feudal manor, half convent, half fortress—at Zizers, in the Canton of Grisons, not far from Chur.

Ludwig, 3rd, now 74 years old, looks the saddest and most depressed of all the dethroned royalties now on Swiss soil. Karl, ex of Austria-Hungary is almost turbulently gay in comparison with him, and even the "Tino" family look cheerful by his side.

The old King is all alone. His son, Rupprecht, who till lately intrigued for the Polish throne, is supposed to be somewhere in Germany. He spends most of his time studying botany in the garden of his sombre home, with an old Bavarian General, the one and only person of his suite who reads books about hunting to him when he is tired of the garden. The Prince of Lippe, who lives not far off, leads much the same kind of life.

New Arrivals Daily

Every day new refugees of distinction arrive in Switzerland. Tirpitz is at Lausanne, to the disgust of the citizens, who declare they will turn him out. Hindenburg is expected at Locarno, where there is a beautiful lake and almost an Italian climate. At Clarens, amid mountains, lives the exiled Prince Windischgraetz, who, gossip says, has a secret mission—that is, to prevent the union of Austria with Germany.

Berchtold and Andrassy are in Zurich. But the list of exiled monarchs, ministers, field-marshals and notabilities of yesterday now eating pension food in hotels of various grades and killing time as best they may on incomes which the average New York business man would pity is too long to go over in full. They all have the same characteristics. They are poor, shabby, looked bored to death, older than their years, grouchy and dyspeptic. And they all keep as far away from one another as they can.

Some Swiss recently remarked that it would be enough punishment for Kaiser Wilhelm to bring him to Switzerland and make him live in close touch with these fallen idols and heroes. They would give him such a bad time of it, blaming him for their fallen state, that he would clamor to be tried for his sins by his enemies within a week of his arrival among "friends and colleagues."

General Cabell, Border Veteran, In Command Of Juarez Situation

Major-General Cabell

Major-General De Rosey Cabell, commander of the Southern Department, with headquarters at San Antonio, is now at El Paso to take command of the Juarez situation. General Cabell is a veteran border soldier and took part in the pursuit of Villa a few years ago. Reports from El Paso state that the international situation is hourly becoming more serious, and that Villa, the rebel leader, has threatened a new attack on Juarez.

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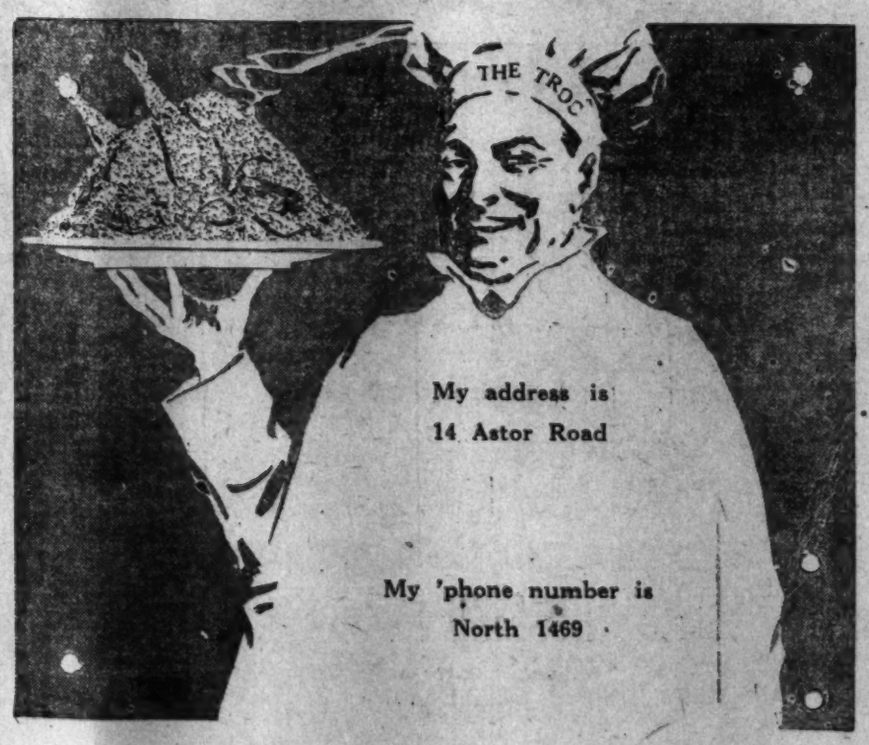

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How Prohibition Affects Hotels

Bad For Them But Better For Their Patrons, Says Owner Of One Chain Of Hostelries

Under the caption "How Men Act When They Can't Get a Drink," E. M. Statler, hotel proprietor, explains in The American Magazine various phases of the prohibition subject.

When he had finished his essay the editor of The American Magazine asked Mr. Statler what had become of the "cocktail" hour in Detroit since Michigan went dry. He responded:

"More men are having a little family 'spree' by taking their wives out to dinner. In the old days there used to be a line of men at our telephone booths between 5 and 6 in the afternoon, calling up their homes to announce that 'business' was going to keep them down town and not to expect them for dinner.

"In most of these cases the visit to the telephone booth was followed by a more or less protracted sojourn at the bar and by a dinner with trimmings of drinks in the grillroom. There is still a certain amount of this late afternoon telephoning, but the message now is more often than not an invitation to the man's wife to 'come on down town and have dinner.'"

Mr. Statler believes that prohibition is going to create a large increase in the soda fountain business, and with an eye on the future he has installed three fountains in the newest of his hotels, the Pennsylvania, of this city.

These are some of the points the writer makes from his experience in dry and prospectively dry territory:

1. In restaurants people are spending more for food under new conditions.
2. The cafe crowded hour used to be after the theater; now it is between 6:30 and 8:30 p.m.
3. People are spending 16 percent more for food than they did when they could get liquor.
4. There has been an enormous increase in the consumption of desserts.
5. The taxicab business has fallen off greatly.
6. "Homemade booze" makes of a man an insane drunk.
7. The hotel business generally will suffer for a time.
8. We may become afternoon tea drinkers, as the English are.
9. It will not affect big business deals. 'Big deals' are not and never were consummated over a bar.
10. There will be more smoking, more motion picture goers.
11. Men will spend more time out of doors.
12. Women, who are toying with drink as something new—and the increase of women drinkers has been tremendous—would line up against prohibition in many cities more strong than men.

It Hits Hotels

Touching upon prohibition as it will affect big hotels, Mr. Statler writes as follows:

"The hotel business is certainly going to suffer for a time. The revenue from the sale of drinks has been large, not only from the bar itself, but from the service to the grills, cafes and dining rooms. If we had foreseen the coming of prohibition we should have spent two million dollars less than we did in building and fitting up the new Hotel Pennsylvania in New York. Let me explain this. Every dollar spent in construction, decorations and furnishings of a hotel is invested capital on which we must get a return. If one principal source of revenue is cut off there is a deficit, which must be made up somehow. The problem over which hotelkeepers are studying now is how this 'dry' deficit is going to be met.

"For instance, I give $2,000,000 as an approximate sum I should have tried to save on the Hotel Pennsylvania. In running the hotel I must figure on getting at least 8 percent return on the investment before any profit comes. This is to cover the payment to the owners of the building and the special tax which the hotelkeeper must pay on the investment. In this case, the $2,000,000 represents an annual cost to me, therefore, of about $160,000; and I am now facing the fact that one source of revenue on which I counted to meet that share of the annual expense will, in all probability, be cut off.

"How am I, and how are other hotel men, to make this up? You probably will say, 'Oh, you must try to do more business in the other departments.' But is that possible? You probably do not know that a good hotel man figures on doing 'capacity business' anyway. If our hotels have been running full all the time, how can we make up this new and unexpected deficit? We have just so many rooms. If we have been turning people away already, we can't make up the loss—from having one source of revenue stopped—by getting more guests. We already have all we can handle.

Adjustment Slow

"Here is the situation, and I explain it because I doubt whether the general public understands it. There is just one feature of the hotel business in which we do not compete with men outside that business. For example, you do not have to go to a hotel for your meals. There are plenty of restaurants of all kinds where you can eat. You can go outside to telephone, to be shaved or have your hair cut, to buy your paper, your cigars, your candy, your flowers, your theater tickets. You can send out your laundry, your clothes to be cleaned and pressed. Every item of service in a hotel can be obtained outside—except the one item of lodging. So we cannot raise our prices in those lines, because we are in competition with people outside. The inevitable conclusion seems to be that the only way in which the hotels can make up the deficit which will come from stopping the sale of liquor will be to increase the rates for rooms.

"Of course, I believe that in time the restaurant end of the business will increase and help to make up the loss. But the process of adjustment will be slow. In the mean time, some other provision must be made."

The possibility that we may develop into a nation of tea drinkers looms up:

"In the cafes abroad you will see scores of men in the late afternoon sitting at little tables drinking coffee. I predict that we will see the same thing in this country, though not to the same extent. The Englishman would rather go without his dinner than without his afternoon tea. I expect to see the custom grow over here.

"I know that the man who has been in the habit of taking his after noon cocktail or highball will froth at the mouth at the idea of substituting tea. Some years ago, I believe, a certain Mayor of New York was the butt of endless jokes and ridicule because he had tea served to him every afternoon in his office at the City Hall. Times have changed a good deal since then; but they will change still more in that respect under prohibition.

The Wrist Watch

"Before the war most men would rather have been caught with counterfeit money on them than to appear in public wearing a wrist watch. Personally, I feel pretty much that way myself even now. But when the officers in the army were forced by military regulations to wear wrist watches, they did it. And they tell me they found it very convenient.

"The point is that when we are forced into a thing we accept it, and we sometimes find it unexpectedly easy, and even pleasant. I think it will be like that with afternoon tea. People who know more about it than I do assure me that good hot tea is a great pick-me-up; that it really is 'the cup that cheers' and does not inebriate. They tell me that it encourages conversation and that, with a reserve supply of hot water and some trimmings of toast and French pastry, it is capable of holding a group together in animated talk for an hour or two. I certainly hope so. For it looks now as if we hotel men have got to 'beat our swords into ploughshares,' figuratively speaking. And if we can do it by turning our bars into tearooms, so much the better.

"This making-over process may not be as revolutionary as it seems to us now. Drinking to excess has unquestionably become less frequent in recent years. It is no uncommon thing to see perhaps four men at a table in one of our cafes, three of them taking soft drinks and only one having a cocktail, a highball or something of that sort. Two or three men go up to the bar, and one of them does not hesitate to order a seltzer. Nobody comments on it now; whereas, ten or fifteen years ago a man who did that was guyed by his companions.

"My prediction is that the common run of business men will adjust themselves to a dry world far more easily than they think. Thousands of men take a drink only occasionally. They have been going for days without whiskey, or beer, or anything of the kind. What will they do in the future? Why, they will do exactly the same on the days when they would have taken a drink that they have been doing now on the days when they didn't touch liquor."

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3. The higher exchange rises the greater will be the Sterling equivalent of interest paid in silver.
4. The lower exchange falls the greater will be the capital appreciation of silver debentures.
5. There are two sides to every question. Weigh these points carefully, and remember that the capital expenditure now being undertaken by the Municipality is for the benefit of the Ratepayers of Shanghai.

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PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

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DEATH

SCHLUETER: On the 9th August, 1919, at 30 Route Pichon, Helen, the beloved wife of Waldo Schlueter, aged 26 years.
The funeral (cremation) will take place at the Bubbling Well Cemetery, today, at 5 p.m., the 10th August, 1919.
All friends are invited to attend. 24873

Today's Church Services

Holy Trinity Cathedral.—Eighth Sunday after Trinity. 8 a.m., Holy Communion (and at the Bubbling Well Chapel). 9:30 a.m., Children's Service. 10:30 a.m., Mattins and Sermon; Anthem, "Lead me, Lord," (Wesley); Preacher: The Dean. 6 p.m., Evensong, following by an Organ and Hymn Recital. Note: Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church.—Broadway. 10:30 a.m., Mattins and Sermon; Preacher: Rev. A. E. Seward.

Union Church.—Sunday, August 10. 11 a.m., Preacher: Rev. Evan Morgan; Subject, "The League of Nations and the Christian Spirit;" Chant 74; Hymns, 680, 571, 678, 581. 6 p.m., Preacher: Rev. Frank Rawlinson, D.D.

Shanghai Free Christian Church.—(Corner of Range and Chappo Roads).—On Sunday next the services in the above will be conducted as follows: Morning 11 a.m., by Rev. A. E. Claxton. Evening 6 p.m., by Mr. S. E. Hening.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m., Subject "Spirit." Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at 21 Nanking Road.

St. Joseph's Church.—Sunday, August 10. Masses at 7, 8:30, 10 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 7, 8 a.m. Friday, August 15, Masses as on Sundays.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

Pugilism's High Estate

(New York Times)

William Hazlitt, who in the judgment of Charles Lamb was "one of the finest and wisest spirits breathing" when "in his natural and healthy state," wrote a lively essay about the prizefight between Tom Hickman, the "gasman," and Bill Neate, which he witnessed after exposing himself to discomforts on the journey to the ringside such as pilgrims to Toledo the past week did not endure. Was Hazlitt "in his natural and healthy state" when he reveled in a gladiatorial combat between two bruisers with pickled hands and described their blood-spilling valor as "the high and heroic state of man?" Though the answer be a firm No, the question intrudes incorrigibly. Who won? Bill Neate, who gave the "gasman" his quietus in the eighteenth round. "Where am I? What is the matter?" asked Tom Hickman. It had been a gory exhibition, but to see it Hazlitt regarded himself as privileged. One of his companions on the way back was reading the "New Eloise," which prompts the friend of Wordsworth, Coleridge, and Lambs to say: "Ladies, after this will you contend that a 'love for the Francy' is incompatible with the cultivation of sentiment?"

Physically Hazlitt was not strenuous. He did not box or engage in any sport requiring pluck and endurance. He was "awkward in his gait" and flabby. "He gives his hand," some one says, "as if it were the fin of a fish." And yet Hazlitt adored pugilists. He must have regretted that he never saw Tom Cribb defend the title. In his unhealthy state William Hazlitt would rather have been champion of England than essayist, critic, and biographer of Napoleon. As a matter of fact, most of the individuals seen at a bout between professional boxers—a euphemism for prizefighters—are unsubstantial, scant of breath, and noncombative. But from Epeus to Jess Willard human beings, including the gentler sex, have admired strong, aggressive, conquering men, and there is no quarreling with an instinct. If a man is weak, with the spirit of an armadillo, there may be no limit to his idolatry for a champion of the world.

The superior pugilists, the paramount men of brawn, have always been put on a pedestal by the populace. The fact is that men and women, without regard to class and condition, dearly love a champion. It was so in England in the time when men fought with bare hands and fought like brutes to injure and cripple one another, with the merest pretense of fair play in the rules. Nevertheless, the champions walked apart like men of heroic mold, and the nobility and gentry, Ministers of State, scholars, literary men, and the professions bowed down to them. If you call the roll of the champion bruisers of England you will see how they were adored, petted, and privileged. First, John Broughton, (1705-1789,) "the father of British pugilism," who is said to have invented the boxing glove. He was patronized by "the elite of society," and had a great and powerful friend in the Duke of Cumberland, who once backed him for £10,000, losing the money. Broughton died rich for that time, and lies under an imposing stone in Lambeth Church. John, known as "Gentleman" Jackson, (1769-1845,) the first "scientific" boxer, consorted with the highest if not the best in the land. Lord Byron was a staunch friend, declaring Jackson's manners to be "infinitely superior to those of the fellows of the college whom I meet at high table." According to Tom Moore, the champion made more than £1,000 a year as a boxing instructor. At the coronation of George IV. he was dressed as a page to guard the entrance to Westminster Abbey. It was Moore who said that the respect paid to "Gentleman" Jackson was "highly comical." In one of his fights "Gentleman" Jackson held Mendoza helpless by his long hair (all pugilists had pigtails in that day) and beat him into submission. "A colossal monument," paid for by admirers, marks the place of Jackson's burial in Brompton Cemetery.

William Thompson, ("Bendigo,") born in 1811, was a champion who died in the odor of sanctity, becoming a dissenting minister after many celebrated battles. He preached powerfully in Holborn Circus. There, however, he never faced as many people as saw him fight Deaf Burke at Heather, when 15,000 were present. Bendigo, Australia, is said to have been named after this pugilist. Tom Cribb, (1781-1848,) as fair a fighter as ever drew on a glove, "bore a character of unimpeachable integrity and unquestionable humanity, and lies under a monument in Woolwich Churchyard "representing a lion grieving over the ashes of a hero." Tom sparred before the Emperor of Russia and the King of Prussia. After this popular champion beat Molineaux, the American negro, second time, Holborn was impassable when the victor came to London, and his patron, Captain Barclay, collected £10,000 for him. The greatness of John Gully, (1783-1863,) is summed up in the description, "prizefighter, horseracer, legislator (M. P.), and colliery proprietor." He won the Derby three times, and was married twice, each of his wives presenting him with twelve children.

Among British champions the foremost hero was, of course, Tom Sayers, (1826-1865,) who battled for two hours and six minutes with the American John C. Heenan (the Benicia Boy), at Farnborough on April 17, 1860, a spectacle which is said to have emptied Parliament and closed the courts. That prolonged contest gave the spectators more for their money than the brief but sanguinary set-to at Toledo where Dempsey made an end of Willard in three rounds. It was the most famous of all fights for the championship, a wonderful exhibition of pluck on the part of the smaller Sayers. Appropriately his tomb in Highgate Cemetery is guarded by a recumbent mastiff. The champion's admirers raised a fund of several thousand pounds for him after the draw with Heenan.

In America champion pugilists from Tom Hyer down have been famous men, some of them notorious. Prizefighting was in ill repute here until the superman, John L. Sullivan, came upon the scene to be idolised by the crowd; but native humor and a sense of proportion have saved democracy from venerating its prizering heroes. They get rich, some of them, in an age of commercialised sport, but they do not attain public standing. If John Morrissey went to Congress, the political conditions in this city were the reason. Mr. Sullivan aspired, but in vain.

The Decay Of Parliaments

By Harold Spender

(From an article in the Nineteenth Century and After, London)

As the great swell of the post-War revolution passes from East to West of Europe, one notable feature emerges. It is the marked and ominous decline of faith in Parliaments. That wave of doubt, now passing from the drawing-rooms to the parlors and garrets, threatens the very existence of democracy.

It is a menacing change. In all the great revolutions of the nineteenth century the faith and hope of the peoples were centered on Parliaments. Throughout Europe Parliamentary rule was accepted as a certain cure for ills political, the oriflamme of democratic victory, the sign in which men advanced to conquest. True, there were doubting voices. Thomas Carlyle girded and scoffed on one side: on the other, Karl Marx, toiling away in the British Museum, steadily nibbled and burrowed. But faith in Parliament stood foursquare, entrenched behind the faith of multitudes, the apple of England's eye, the dream of Europe.

It was round this standard that the battle raged in France throughout that century, until, after many revolutions, the French Republic of 1781 adopted Parliamentarism pure and simple as the law of its being, and has voyaged ever since in that ship over stormy seas. It was for a free Parliament that the Liberals of Germany wrestled with Bismarck through the fifties and sixties: and that champion of arbitrary power had to concede the shadow of Parliament by granting them the Reichstag. Even Austria gained her Reichsrath: and Hungary almost achieved the separate Parliament for which she strove.

The fire of this great zeal for Parliaments burnt on even to the threshold of the twentieth century. In 1905, when the Tsar of Russia had to make a concession to the first Russian Revolution, it was a Duma that he gave; and the Duma, with all its faults and shortcomings, contained the germs of a Parliament.

That Duma died and came to life again: but now it is dead, slain by its own creators. 'Revolutions,' said Carlyle, 'are like Saturn—they devour their own children.' Not only is the Duma gone: the Constituent Assembly which took its place is also dispersed. In Germany, too, the Reichstag is gone; and though a National Assembly exists at Weimar, its life is one long fitful fever of violence, menaced by foes of its own house. The only real government in Germany is not a Parliament, but a fighting Executive with an Army in being.

So far as we can see through the mist which enshrouds the lesser countries of Eastern Europe, and especially those which the war has brought to the birth—Poland, Bohemia, Jugo-Slavia, Ukrainia—the same struggle is going on through all these lands. Everywhere the claim of an elected Parliament to govern is either disputed or denied. In Hungary the Parliament has disappeared. In Bavaria it is a wandering exile. No country east of the Rhine appears safe from this menace.

And what of these islands? Great Britain is the cradle and nursery of Parliamentary rule. It is her special contribution to the art of government, to the science of human happiness in commonwealths. But there are signs that even here, in the Mecca of Parliamentarism, this same faith is weakening. The Prime Minister has told us that we must save the world. There is no better way of talking to Britons. But before we start on that crusade, it might be as well to look to the joints in our own armor. 'Know thyself,' said the ancient sage. It is sound advice. How then do we stand in this momentous matter?

True, we have a Parliament. Nay more, it was elected under an extended franchise and a new distribution of seats. The machinery was improved by the new Franchise Act: and apart from certain grave omissions, we have a right to claim that we are now an up-to-date democracy. What more could be required?

But there were some rather disquieting symptoms about the recent General Election. In Great Britain nearly half the electorate abstained from voting. In Ireland a great majority of the members elected were returned with a direct mandate not to sit or vote in the British Parliament. Once elected, Parliament assembled tardily, and instantly showed itself out of touch with the situation. Both its machinery and its will were clearly unequal to the home crisis that followed hard on the war. The Prime Minister, with characteristic deftness, erected substitutes for these shortcomings. A Labor Conference was established to deal with Labor as a whole; a Coal Commission was set up to supply the knowledge so conspicuously lacking in the Palace of Westminster. Agile adaptation of means to ends: but if this process has to be carried much further, what is to become of the power and prestige of Parliament?

Meanwhile is it a mere accident that far away across the Atlantic another Parliament, the American Congress, has been showing itself so singularly out of touch with the needs of the world as to develop President Wilson, by the strangest irony of time, into the most a goal surviving embodiment of that very one-man power which he set out to destroy?

The first thing is for the rulers of the Western Democracies to realise the nature of the new crisis that faces them. They scarcely grasp it yet. They are still chewing the remaining biscuit of the German war. But that is already 'portion and parcel of the dreadful Past.' The demon of militarism has been slain. The demon of anarchy has risen from its ashes. How rapid has been the change! Only at this time last year we were in the death-struggle with that other Apollyon, still breathing forth fire and slaughter. His end was swift and sudden; and then almost without pause the new terror was on us, and our enemies of yesterday became, in essence, our friends of today. It is partly our slowness to recognise this change that has increased the peril. For the food of the new Revolution is Famine; and its ally is Despair. It is with such mighty friends that it has been helped to advance from East to West of Europe.

At last the fear of this new thing has gripped the statesmen of the West; and it is high time. But it is not enough to leave the issue with the statesmen. The thing that is principally challenged in this new Revolution is not statesmanship so much as Parliament. Bolshevism loves dictatorship but loathes assemblies. Parliament must realise that its authority is challenged and its power threatened. It must lift its eye from the struggle of parties and the battle of interests and look upon the peril that is swiftly advancing against it.

Parliament has to justify itself. It has to show that it is worth defending—even, perhaps, worth dying for. It has to prove that it is no false step-mother, but the benign parent of the distracted peoples.

Parliament starts, indeed, with a great debt in its favor—the debt of the mighty past. For seven centuries it has provided England with a machine through which the best will of the nation has prevailed. It has carried our forefathers safe through the storms of civil war and the perils of foreign strife. 'Not once nor twice' it has broken the self-will of despotic Kings; it has rallied the people from the waywardness of rebellion. It has saved us on the brink of destruction; it has brought us back into the paths of peace. We will forget and forgive its occasional errors and blunders. Enough that in this sheltered land, helped by the protecting sea

Which serves it in the office of a wall
Or as a moat defensive to a house,
Against the envy of less happier lands,

Parliament has become the casket of England's freedom. Surely if Parliament is such, it is worth while saving.

'But from what,' we shall be asked, 'are we to save it? Who accuses? What is the case? What can justify oblivion of such great services?' Let us try to understand.

The central idea of the present discontent with Parliament, whether in this country or on the Continent, seems to be that it provides a Government too remote and detached from the direct and continuous care of the people. It has ceased, so the charge runs, to represent. It is no longer the 'great inquest of the nation.' It is not today, to revive Burke's once famous phrase, 'the express image of the feelings of the nation.' It has not the courage to shout grievances on the housetop. It has lost its old independence. It has become too much identified with the Executive, too respectable, too timid, too slow. It leaves the cure of abuses to the press. The Third Estate has abdicated in favor of the Fourth.

With other critics the case takes a darker aspect. Parliaments, they argue, are too easily captured by vested interests, too readily and easily the prey of financial rings. The people is afar off. Finance is near. The danger is no longer in Monarchy, which is now the friend of the people; or in Birth, which has ceased to count outside the Salons; but in Capital, that bogey of modern democracy. Before elections the politician promises everything—with his tongue in his cheek. After elections, he is himself the tool of sinister forces, more powerful than himself. Rousseau threw out the same charge a century and a half ago, when he said of England under the Septennial Act, that her people were free only once in every seven years.

Now what truth is there in these railing accusations, now so perilously adrift, like mines on the ocean, over the surface of popular thought? Is Parliament really too remote from the people? Is it actually the tool of high finance? Burke once laid it down as the chief purpose of Parliament that it should act as 'a brake to the Executive.' Since that day Parliament has itself become the Grand Electorate of the Executive. In gaining that power, has it lost the other? Succeeding to authority, has it lost the function of criticism and ceased to be the great Court of Grievances?

But the case of the young critics extends far beyond the day-to-day control of the Executive. These young men and women have grown to maturity through the long, dreary struggle over Irish Home Rule, and our leading men can have little idea of the deep discredit that has fallen on Parliament with the futile and trifle close of that prolonged and fruitless debate. That clue goes far to explain the decline of faith in Parliament. It has created an idea that Parliament 'cannot legislate'—that it is a mere 'talking shop'—that it has failed in its primal function of making laws.

Let any man now past middle life reflect on the legislative record of Parliament during the last thirty years. How many of the great public questions acute in his childhood still remain unsettled! There is the Land question; the Licensing question; the Housing question; the Labor question. We were discussing all these problems thirty years ago with equal vigor. What real progress have we made? While the younger British communities across the seas have been marching ahead with daring strides, we have stood almost still. But thousands of men from those other lands of ours have been talking to England during these four years of war, and the English people have been listening and thinking. They have become impatient. The younger generation is no longer 'knocking at the door;' it is thumping with both fists.

Are we altogether surprised that these young critics have a little lost their faith in Parliament? Only recently, in a General Election, they have been promised great reforms. Some of those reforms are now tabled. It will be well for Parliament to make speed. There are signs that the people will no longer be content with promises and programs.

Topics In Brief

Mr. Hoover now thinks there is food enough in sight to meet the needs of the world. The only question remaining, therefore, is how to get it.—*Kansas City Star.*

The German mark is worth only 8½ cents in gold. Our dollar is worth 100 cents in gold, but only about 30 cents in bacon, eggs, chickens, and calico.—*Houston Post.*

It is hard, in a way, to blame the Germans for looking forward to the next war when they have nothing but the last one to look back upon.—*Kansas City Star.*

Carranza declares that he is out of the Mexican Presidential race. Perhaps his troops haven't enough ammunition to elect him.—*New York Morning Telegraph.*

See America Thirst!—*Wheeling Register.*

In this time, if a man keeps his head level and his feet upon the ground he must expect to be called a reactionary.—*Albany Journal.*

The meat kings are complaining because the people don't eat more meat. They taught people how to do without.—*Rochester Herald.*

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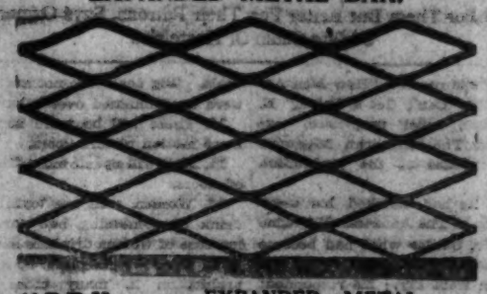

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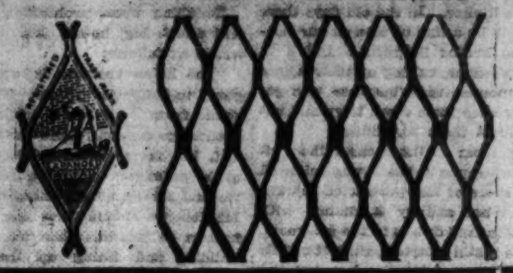

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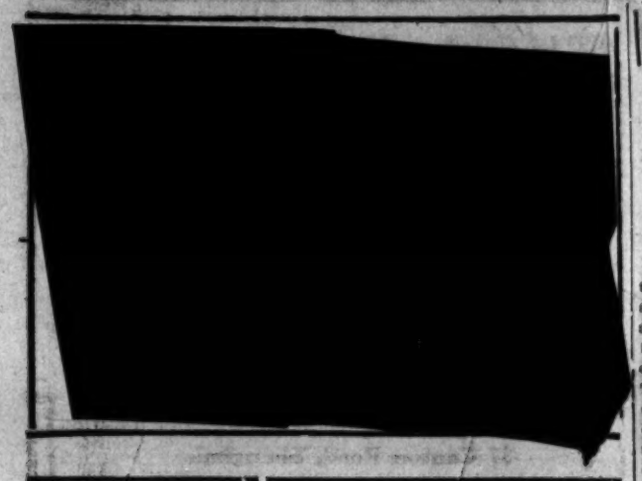
THIS WILL HELP
HELP!
IT'S NOT ENOUGH TO KEEP ME WARM, BUT IT'S SO LOUD I'LL KEEP ME AWAKE.
I KNOW THAT WILL KILL THE BEAUTY OF POP'S ROOM.
BEAUTY?
THERE'S PART OF MY OLD SUIT.
IT LOOKS LIKE THE MAP OF RUSSIA
WHY DO THEY CALL IT A CRAZY QUILT?
A SERIOUS THOUGHT WOULD GIVE HIM A FRACTURED DOME.
BROWN DERBY
HONK AND DEARIE'S AFFECTION IS LIKE THAT QUILT WHEN THEY QUARREL THEY PATCH IT UP
FROM THE NUT THINGS YOUNG QUIETUDE DOES HE MUST SLEEP UNDER A FLOCK OF CRAZY QUILTS.
HE'S A WILD KID
HE HAS A HIGH OLD TIME IN HIS HIGH CHAIR
THAT QUILT DIPPYOPOLIS, MIGHT BE TERMED A MEDLEY OF OLD RAGS.
COMEDIAN
I'M SINGING
HATTIE'S CRAZY ABOUT HATS
DON'T SLEEP UNDER A CRAZY QUILT. YOU MAY HAVE WILD DREAMS.
HOW CRAZY IS A BUG?
OL JOHN DON'T



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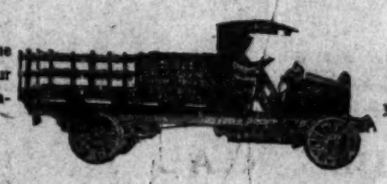

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Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Whenever the Anglo-Saxon nations are accused of being unmusical, as they are often enough, proofs are never wanting that those nations do very little to encourage their own art, its creators and exponents. The counter-argument is that the characteristics of the race are predominantly practical, as opposed to the artistic. Rather flattering ourselves on this premise, the argument proceeds apace.

The "practical" has become a sort of fetish which it seems folly to dare to deny. Yet it is just as easy to argue, and with more show of sense, that the effects proceed, at least as far as the English are concerned, from quite opposite characteristics; that the English, so far from being practical, are sentimentalists. A sentimentalist is the opposite of practical. He is attached to a thing, an institution, or even an idea by the sum-total of the emotions such institutions or ideas arouse in himself. To enjoy feelings and emotions for their own sake is to be a sentimentalist. Persons so constituted form the bedrock on which conservatives must always build. No amount of reason can induce the sentimentalist to submit to such a change in an institution or idea as will upset for him the complex of emotions aroused by the existing state of things, past or present.

The opposite effects of the more impulsive enthusiasms result, paradoxically enough, from a similar sentimental feeling raised to higher forms. It is true that we cease to speak of these higher forms as sentimentality or emotionalism; we recognise them as idealism. Idealism may or may not be balanced by the caution and prudence that proceed from an admixture of the practical. Theory, is, I know, admitted on all sides to be abhorrent to the Englishman, so after this maze of theorising it is a duty to come to some "practical" illustrations and to get back to music.

In the case of her University system England has been purely sentimental, yielding to nothing save the stern necessity of war. As Mr. G. K. Chesterton pointed out long ago, the persistent opposition to "reform" at Oxford arose not from the fact that the system had worked well in the past. That would have been quite practical. It was simply that the Englishman feared that the disturbance of anything to do with the ancient associations of Oxford would upset for him the feeling of pride he had in the University as it was. He could not bear to see anything touched lest violent hands should be laid on something else he held sacred. Once disturb the tranquil serenity of a permanent system in one particular, the Englishman feared to lose his entire feeling for the whole. In short he was out and out a sentimentalist.

No one may say this was a bad thing; all that is said is that the permanence of Oxford arose from sentiment and not from practicality.

If I attempt to show that the British Government is sentimental in its attitude to music, as I intend to do, I would not have you picture the disturbance of a measure in the House of Commons by the strains of a prima donna in the Ladies' Gallery, the Government party dissolving in tears of rapture. All I can show is that the Government cannot any more than can the nation at large divest itself of its old notions towards music. It happens that the Englishman has got it thoroughly into his head that he and his countrymen are first and foremost practical. He knows that music requires something he calls "soul,"—an unpractical thing, to be sure. Like wearing long hair, "soul" and things artistic are thought of as chiefly the possession of foreigners. By now the connection between music and foreigners is so firmly fixed in the Englishman's mind that he persistently underrates British music and British artists. He even suspects the composers and poets of developing traits foreign to our treasured reputation for the practical. The nation that produced Shakespeare, Wordsworth and Darwin must look to its laurels. These men along with our Turners, and the crowd of Elizabethan composers may be considered as exceptions to prove the national rule, in some way escaping the Undesirable Aliens Act.

The occasion for all this excursion into the practical is the refusal by the British Government of a request to finance a tour by the London String Quartet, while at the same time it lends money freely to our Allies to spend on holding musical festivals in London. The London String Quartet is so established in London as to be able to give successful concerts of British chamber music every Saturday afternoon in the season and all through the hottest days of early summer. At the same time the Czecho-Slovak Government has supplied £40,000 for the recent musical festival held in London. The Italian Government, according to the musical critic of Truth, is probably financing the two series of ancient Italian music given in Wigmore Hall (late Bechstein Hall). Since these concerts are given by the national society of which Signor D'Annunzio is director this seems very probable. The programs have a preface written by Italy's airman-poet advocating in the midst of war (as it was at the time of writing) the collection and publication of ancient music. "Will not," he says," men come forth from underground when peace breathes over the earth, with a mad impulse to throw up towers, domes and spires toward the blue heavens?" The Czecho-Slovak and Italian Governments may be so animated, apparently not so the British Government. There is nothing expensive about the financing of the London String Quarter tour in America; it is simply asked to insure the artists against a financial risk that hard-working professional musicians would not be justified in taking. At any rate it appears that this refusal is not due to the national trait of practicality, since money can readily be found for our Allies to hold festivals of their music in London. Presumably if these latter are justifiable as propaganda the same would apply to festivals of British music on the Continent, to say nothing of the tour of the London String Quatet.

The critic of Truth is in no danger of overrating the merits of British music. His opinion of the compositions of Mr. Frank Bridge, and his insistence on Sir Edward Elgar's "besetting danger" of "banality," prove him to be well aware of the danger of blind advocacy of everything native. Yet this writer gives his considered opinion that a festival of British music given throughout the principal towns of France would be a financial as well as an artistic success.

He makes the delightful suggestion that something may be done "when Mr. Lloyd George returns from Paris," where, it is slyly added, he may at any rate have learned that Welsh folksong is not at all well known on the Continent.

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A man with a box slung over his shoulder and holding in one hand three pieces of stove pipe placed side by side on a board climbed into an automobile on East Country Road, Elkins Park, Pa.

As he settled in the machine he picked up a telephone transmitter set on a short handle and said:

"We are going to run down the road. Can you hear me?"

Other passengers in the automobile, all wearing telephone receivers, heard a woman's voice answering: "Yes, perfectly. Where are you?"

By this time the machine was several hundred yards down the road and the voice in the garage was distinctly heard.

This, says the Electrical Experimenter, was one of the incidents in the first demonstration of the portable wireless telephone outfit invented by W. W. Macfarlane of Philadelphia.

Mrs. Macfarlane, sitting in the garage back of the Macfarlane home, was talking through the wireless telephone to her husband seated comfortably in a moving automobile 500 yards away.

Lying beside Mr. Macfarlane was the foot-square box, the only "secret" in the whole demonstration. What is in the box is the inventor's mystery. This box weighs about twelve pounds. The other machinery used consisted only of the usual telephone transmitter and receiver and the three pieces of stove pipe standing erect on a plain piece of board. This forms the aerial of the apparatus.

"I am working on a new theory in electricity and in wireless," said Mr. Macfarlane. "I think the accepted principle of the waves is only part of the story. There is something else. It is that something else that I am utilising. There is no supplementary current in this system as in the usual wireless operation. There is no static and no interruption."

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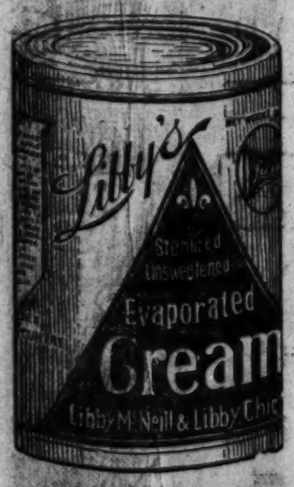

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All Germany Is A Bread Line

American Who Walked One Thousand Miles Through The Country Found Everybody Preoccupied With Food, Not Hate

HARRY A. FRANCK, author of several books of vagabond travel, has just returned from a thirty-five-day walking tour through the heart of Germany.

Mr. Franck was a Lieutenant in the Intelligence Service of the United States Army for almost two years and saw two months' service at Coblenz before he received his discharge on April 11. From May 1 to June 4 he followed his old custom of getting acquainted with a country by walking through it. During that period he covered about a thousand miles of Germany afoot.

"Did you go through as an American officer, an American gentleman of leisure, or what?" Mr. Franck was asked. He laughed.

"'What,' I guess," he answered. "I went through in the clothes I am wearing now, an old gray suit, an older brown hat, heavy army shoes, and a rucksack. Afraid of not being allowed to enter the country if I divulged my American nationality, I went up into Holland and passed over into Germany at the Dutch border as a Hollander without the least trouble. I speak the German language well; my costume was one with which the German is familiar. I had, besides, armed myself with several letters of weighty appearance but of no importance. One of them, for instance, was given me by a man of the Hoover committee. When carefully read it would show absolutely nothing, but the letter-head and the written matter under it looked imposing. At any rate, it served its purpose.

"Later I discovered that there was no need of this subterfuge; that the Germans were not only willing but anxious to speak with American and American correspondents. Before half of the trip was over I reached the point where I declared my nation ity at every point; in fact, I pretty near came to wearing an American flag stuck in my hat.

"My first objective was Berlin. It is always better to start at the heart of things and work your way out to the edges, rather than to nibble around the border. From Berlin I went up into the northern provinces, then back to Berlin again from there as far east as Germany extends now, and back to Berlin; then to Posen and last to Munich.

"The trip from Munich north lasted over two weeks, in which time I covered six hundred miles, the longest walking stretch I made in that country. I had the unique experience of flying into Berlin from Weimar in an airplane which had participated in the bombing of Paris and London.

"The thing that makes the biggest impression on the mind of the person walking through Germany today is the prevalent state of hunger. Food is the consuming topic of conversation. The very rich people talk about it because it costs them so much to feed themselves; the very poor because they can't afford to feed themselves. I never went hungry, because I had plenty of money with me. When I left the area of occupation you could buy twelve marks for one dollar. There was one dinner in Germany that cost me five hundred marks, that is about G.$41. To the Germans sitting down at that table, however, five hundred marks meant more than G. $41. It meant about G. $125.

"This topic of food does not escape even the best minds in Germany. I had occasion to interview Hermann Sudermann, the German novelist and playwright. By that time I had openly declared myself an American. Time and again I got his mind working on some question of state or economics pertaining to the future of Germany, but always he would go just so far and no further. He kept circling back to the subject of food. Things were in a bad way in Germany, the people wanted a stable government, but what about food, food, food? Now that the war was over, why couldn't he get the meals he wanted, as he wanted them, and when he wanted them. His health was ruined, his digestion was ruined, his happiness was gone. How long would the Germans suffer in this way? That was the run of his talk. But it didn't look to me as though he had suffered much. He seemed stalwart and robust, not at all a picture of malnourishment.

"A friend of mine had a similar experience with Gerhardt Hauptmann, the playwright. The latter, too, was sorely distressed over the subject of food.

"Both of these men, however, and indeed the vast majority of Germans, made bold to express themselves on one vital point. That was that Germany was not responsible for the war that it had been forced upon her and that she could do nothing but defend her national integrity. Moreover, all of them declared their armies had never been beaten by the Allies, but had been starved out by the food blockade.

"I met the expression of this opinion time and again. Not with heat or bitterness of any sort, but with a firm, quiet conviction of its truth.

"The most amazing thing about the Germans at this time is their apathy at what is going on in their country and their apparent lack of bitterness toward anything American. It has at times seemed to me beyond human comprehension. I haven't yet got down to the psychology of it. I have heard and read and in times past seen the 'choleric old German.' He seems to have passed out of existence today. It may be he has been starved out. At any rate, he is obsolete. It may be, of course, that he is 'playing possum' and lying low because he understands that he is the under dog. It may be, too, that the world got an exaggerated image of him based entirely on the reports of the activities of the German Army.

"The one thing that the German will get choleric about is his lack of beer. Beer in Bavaria, the land of German tipplers, has been reduced from 11 percent alcohol to 3 percent. It is a sorry mess to drink, and I, who hardly ever indulge in it, hurried off two and a half quarts one day without suffering any ill effect other than feeling a distaste for the beverage.

"Tobacco is almost unkown in Germany today. People stand in line for hours to purchase a half-length cigarette made out of some horrible agglomeration of dried corn husk or wheat.

"Standing in line may have had something to do with the lack of spirit in the present day German. He stands in line for everything. The Germans are still on rations. He has tickets for bread and tickets for potatoes. Those are his chief means of sustenance. The bread is horrible, beyond description; black, sour, and hard. Nevertheless, he hoards his ticket. He would starve without that.

"I don't mean to say that you can't buy better food if you've got the money for it. But the majority of Germans can't afford to buy food other than that issued by the Government. The rich Germans are living as well today as ever. Their pockets are being touched, it is true, but apparently they can afford it.

"The cities are crowded beyond belief. It is no unusual thing to read an advertisement in the newspapers offering a reward for information of rooms to be let. All classes seem to think that their economic salvation lies in getting into the larger cities. Every week-end, however, sees them in line at the railroad stations waiting to get a ticket to get out into the country to see whether they can hunt up some food. Here, too, the German has been trained into a state of dog-like patience. The train service has been greatly impaired. There are only one-third as many express trains running as formerly; about one-half as many local trains. When I first got into Berlin I did not know that I could buy a railroad ticket at the hotel. I went over to the railroad office. I got there at 8:30 and waited until 9:30, when the office closed. I got no ticket. Neither did scores of others. I went again at 12:30 that day when the office again opened to sell tickets for the next train. I waited until 1:30 and again left with no ticket. That experience is repeated over and over again for the poorer Germans. It is little wonder that they have reached their present state of submission.

"I have been asked several times what sort of government the mass of people seem to want. It's a very difficult question to answer. The mass of people have no definite views on the subject. Give them food, work, and the means to take up the sort of life they led before the war and I hardly think it will make much difference to them in what form the ruling powers are dressed. One thing is certain. Germans are not naturally republicans. They are accustomed to, and thrive best, under authority from above. You ask them whether they want the Kaiser back and they shrug their shoulders; you ask them whether they want a socialistic form of government, and you get the same response. The only thing about which they are really definite is their hatred of the Crown Prince. Nobody wants him back again!

"Perhaps the strongest indications of the new order of things in the country are the daily full-page advertisements calling upon the men of Germany to volunteer in the army. That, for Germany, who was accustomed to call out an allotment of men when she wanted them, is indeed a come-down. The appeal to their patriotism is made from two angles. Almost every poster calls upon the German to join the army to protect the country from enemies from without and from within. The enemies from within, it need hardly be mentioned, are the Spartacides.

"That movement died a sudden death. In the German the sense of order and respect for the powers that be is too deeply ingrained to make for revolution. I was in Munich during the so-called Spartacist riots there. They were not, however, terrible. Windows were broken and people injured, it is true, but it was never a revolution that assumed national proportions.

"The call for volunteers to quell the movement met an overwhelming response and short shrift was made of the petty uprising. During the evenings at Munich you could occasionally hear shots fired and the sound of men rushing about and shouting, but it was not very alarming. To me it sounded most like a lot of mischievous college boys making things lively in a small university town. The only real riot I witnessed took place around the carcass of a horse that had been shot down in the public square. The people were fighting each other to get a chance at the body to tear flesh from the skeleton.

"Most indicative, perhaps, of the German rule of efficiency is the manner in which they are handling the unemployment situation. Therein, I think, lies their strongest bulwark against Bolshevism. The German has faith in the powers of his Government. In most of the factory districts today the factory hands are receiving from 6 to 10 marks a day irrespective of the fact that almost all the plants are standing idle. That is controlled by Government law. The result is that the German is ready to bide his time until things return to their former state.

"There is, of course, a very real danger that this enforced idleness may make a loafer of the German. I remember an incident in Coblenz that showed the attitude of the idle toward work. I was billeted with a Judge, a wealthy man who employed several servants about the house. He wanted a man one day to do some odd job around the grounds. I happened to be with him when he offered a German laborer ten marks for a day's work. The man grew fairly apoplectic at the offer. When he could find his tongue he exploded with the words, 'You have a fine nerve offering me two marks for a day's work.' 'But I didn't offer you two marks, I offered you ten,' answered the Judge. The reply to this was, 'Yes, I heard you say ten, but that is only two more than I get for being out of work.'

"I think that was the only indication of rancor, with one exception, that I saw throughout the entire trip. The rest was as tame as a walk through Connecticut. I never carried arms and never had occasion to regret it. Only once throughout the trip did any one in Germany think it was hazardous for an American to walk unarmed through their country. That person was a woman, a writer. It may have been that her imagination rebelled at the lack of danger in circumstances which really should have been so full of danger and adventure. To be quite frank, I was a little disappointed myself. I had armed myself with all the lingual and physical accoutrements of a Hollander or a German of any one of the provinces of the country and found that I needed none of them.

"The exceptional show of rancor I mentioned was connected with an interview with Ludendorff. It was after the peace terms had been presented to him. He had sent out a notice saying that he would be willing to talk to the correspondents in the city if they would come to see him at a specified hour. At the hour a large number of us gathered in the anteroom of his chambers. We were there but a short time when the door opened from Ludendorff's room and his secretary came out pompously and told us that Ludendorff had changed his mind and would not talk for publication. The only thing left for us to do was to leave. We did.

"A little later in the day we again received a report that Ludendorff would see us and make a statement. We again appeared at his chambers. Again we patiently fell into line and again we stood about in the outer room waiting for him to show himself. After some time his secretary opened the door and ushered him in. He took an imposing attitude before us with the peace terms in his hand. 'Gentlemen,' he finally rasped out, 'if these terms are what the Allies mean by Wilson's Fourteen Points, then the Allies can go to hell.' Before we could catch our breath he was gone.

"Ludendorff, however, is not typical of Germany. That incident stands out because it was so alien to the sentiment expressed by the rest of Germany."

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'Cinderella' As Henry James Might Have Told It

Henry James has many followers. This applies not alone to the reading public, but to writers as well. There has grown up what might be called the James school of novel writing. Its devotees have been somewhere referred to as "the lesser Jameses." And this is natural, not only because Henry James, whatever the critics may say, has succeeded in establishing himself as a conspicuous literary figure, but also because his style is to a certain extent easy to copy.

What follows, however, is not the work of a James disciple, but what would seem to be a peculiarly successful piece of satire on the great novelist. In writing, "Cinderella and the Glass Slipper," which appears in the June issue of "The Touchstone," Winifred Ward has evolved a fabric which one instantly feels to have the authentic flavor. "As Henry James Might Have Written It," is the line which immediately follows the title. And readers of The Review (New York) are hereby invited to judge how nearly with the pen of the novelist Miss Ward has told an ancient tale:

"Cinderella"

I

It was clearly for Cinderella a dilemma not the less inimical for being, as she would have said, "part o. the game," that she should find herself upon the third and last evening of her so wonderful adventure deprived of her customary seat among the for her so friendly ashes, by the lingering though as yet not sedentary bulk of an obviously perturbed stepmother. "It's not, you know," the poor lady brought out, "that I'm not sleepy: it's that if they shouldn't between them, have 'caught' him"——

"You wouldn't in such an event," Cinderella quite handsomely gasped it, "feel it safe to be yourself 'caught' napping?"

It fed her—the possibility thus unfolding itself as for a more prolonged scrutiny, of the "nap" occurring lapdog-wise upon the inviting hearth, to the ultimate frustration, she could not but lucidly surmise, of her so cherished plans for the evening. She found herself facing as often before the consciousness of the complication being due not so much to the wavering proximity of the good lady herself as to the surer, not to say more utterly, unreducible stability of that amply-cushioned chair the drawing forward of which into the frugal firelight it was now simply her difficult intention definitely to prevent.

"You can't, you know," it came to her presently to say, "do anything to help them, poor dears, since they're so obviously gone to the ball to help themselves." The poor lady took it as with overflowing comprehension. "Their not helping themselves, or put it rather Ganda's sister not helping Ganda to help herself, being just what I'm not sure I oughtn't to sit up in horrible anticipation of."

"But isn't it, dear," Cinderella quite beautifully leaped at it, "just that I'm so entirely here to do for you? And isn't it just her not finding you up will best soothe Ganda's pride in the horrid event of her not coming off, you know, with the prince—well"—she had a pause for it—"under her arm?" She made her point as with a fine show of gayety.

"You of course mean on the prince's arm"—well, clearly the old lady might put it as she liked, since she moved now out of range of the all-too-ready rocker. The door held her.

"It's not, you know," she bridled, "as if she hadn't a chance, should it come, as it so well may, to a test."

"The test, you mean, of his having actually to decide?" The fruits of solitude were not, it would seem, yet to be definitely tasted.

"Well," she weighed it "put it rather of his wanting to decide on the wife he so needs."

"And this last ball so beautifully offers him the opportunity for selecting." It went on between them. "Or would offer," the good lady rose for it swimmingly, "if it weren't for this mysterious upstart Ganda describes as so 'drenching the Prince's attention with her spray of talk.'"

II

It held Cinderella—the vision of her previous night's daring peregrination across the ballroom floor to introduce to her sisters that consummate Prince whose acceptance of any acquaintance her whim might momentarily make him victim to did not, she gayly found, extend beyond such swift, neat sweep of the conversational broom as should not only clear the floor for departure but dissolve into a harmless cloud that thick flurry of "talk" the sisters were as he afterward was to remark, so obviously holding in readiness for him.

"Why not, dear stepmother," Cinderella now brought out for her further perturbation, "go yourself to the ball? Wouldn't it be just where you could most sweetly and comfortably yourself engage the attention of our upstart of the glass slipper, to the extent of giving Ganda that half hour she seems so in need of with the Prince?"

The kitchen clock, chiming just now its assurance of three more hours to midnight, was not, perhaps, she was afterward to think, the least determining factor in the readiness with which the poor dear lady now effected her departure from a hearth so laden with disquieting suggestions.

"What I don't and shan't make out dear godmother," Cinderella found herself presently saying to the richly grim old person whose advent through the panels of a locked and bolted-for-the-night shed door was no longer in the nature of a miracle—"what I don't and shan't ever make out is what you've been doing it for." Her godmother had a sniff for it.

"Which, my dear, considering how you're deplorably bungling your so perfect opportunities, is what, pre-sently, I shall have to ask of myself."

She turned it over in her young perception. "He can't you see, be expected to know that he's to run off with me."

"But it's just that," the old lady quite terribly smiled, "that I've expected all along you'd show him. It's for just that that I'm giving you tonight your one more so prized chance."

The chance, becoming now tangible upon the threshold in form of a footman, whipped and buttoned and emblematic of coach-and-four, held for Cinderella a new significance upon which she wavered, looking back now almost reluctantly upon a godmother poised, cap and cane, for flight.

"If, failing of my capture, I should this time linger beyond the magic hour?" The prospect held her—imagination gaped.

The question got itself treated but dryly.

"The game, if you will forgive an Americanism, would then be up."

"But wouldn't then"—Cinderella plunged for it—"the upness of the game be just the thing best calculated to suit our ends?"

"Our ends?" The old lady had for further correction a shade of detachment.

Cinderella beautifully showed that she beautifully saw: "Your ends, then, which only end, it comes to me to think, by your revealing my identity to Ganda, and how so effectually as by your presenting me, folded and boxed, to be exhibited by the Prince as his booty."

She was to remember the old lady's so enigmatical smile she now reluctantly for the last time let the footman close the door upon.

III

She was remembering it with a not altogether definable sense of needing tonight all her trust in the rightness of that grim humor she was letting herself serve as the tool of as she made her smooth way up the spacious palace stair tapestried for her delectation with attentive faces, topped fittingly by a Prince with arm crooked for acceptance.

"You'll not, then, have an ice?" she found him presently saying, with the sweet high chivalry of one so able, he felt, to waive the possibility of there not being, at that so late hour, any ices.

"Fortune favors me," she dimpled to his response.

"Favors me, rather, for favoring you. In here, Rodgetts"—this last to that aproned effigy, duly countenanced for service, who now accomplished his exit from the dim upholstered recess which framed for them the mazes of the dance; framed, also, at this moment of their seating themselves the figures of her sisters—Ganda hovering, huge and beaked, in the lead of the younger, whose round resemblance to her mother the Prince had now occasion to remark upon as needing for completeness of suggestion birdseed and a swinging perch.

"They've not you know, either of them, the least idea who you may be." He planted it firmly before them—he, incognito.

She faced it, tentatively calm. "They've had, nevertheless, rare opportunities for finding out."

He liked the manner of it. "You're not, then, after all, so inaccessible?"

"But isn't it just," she quite panted, "to tell you that I am—that I'm here like this, for the last time?"

"And if, this last time, I shouldn't let you run off as you have at the stroke of twelve?"

She paused for the full joyous flavor of possibility that she might add, "Keeping me's what you can't and won't think of."

"No;" he conceded it sadly.

"It's for that I have to thank you." She richly weighed her gratitude in the scale of his silence.

"For what?" he wavered, all readiness to assent.

She had a pause. "For what else but just that generous letting me out of the need for explanation."

"Oh!" he had his gesture for it: "after all, you know, one has one's decencies!"

These decencies seeming for the moment of a vastness to quite depress our so desperate young lady.

"But if"—she rose for it—"upon the stroke of twelve, say, you should find me, as though by enchantment, somehow altered?"

It was for the Prince not the least unfortunate of occurrences that reply should have been at this moment crushed upon his otherwise ready tongue by the sonorous clang of a clock designed, it would seem, to awaken all sound sleepers as well as the revellers themselves to a consciousness that midnight was, or would presently be, upon them.

"It's not," he then took it up handsomely, "that I mind the rags"——

She took it up with overflowing comprehension. "It's that my having stayed isn't, in the light of the appearance I now so unexpectedly present, what you would have expected of me?"

She rose, poised for flight. He weighed it, turning it over and laying it down between them, handsomely, as though to give her whatever time she might now need for what he was, out of the lightening obscurity of his recessed mind, about to bring forth.

"It's not"—he plunged for it—"that I wouldn't, in the event of your having gone, have seen it through, glass slipper and all"—— He had his pause for it.

"It's that you'd find it simpler," she beautifully leaped to it, "to waive, as it were, all possibility of there being within the precincts of the town a foot more suited than mine to the wearing of a slipper which might, you know, after all, turn out to have another mate on some one's mantel-piece?"

"But isn't it," he joyously ventured, "just the cutting out of the so well known sequel that will, with the least effort on our part, most endear us to the public mind?"

She wavered luminously in his embrace.

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Vanderlip's Warning To Society

World Faces Ruin Unless Quick Preventive Measures Are Taken, Says American Banker After Survey Of Europe; Concessions To Labor And International Finance Consortium To Prevent European Bankruptcy Two Immediate Needs

FRANK A. Vanderlip was until a few weeks ago president of the National City Bank of New York, the most powerful bank in the United States. He has been considered one of the country's keenest men of finance, daring, imaginative and because risen from the ranks and having had experience as a newspaperman and official less bound by precedent. A few weeks ago he returned from Europe, where he had made a thorough study of economic conditions. He made several blunt declarations. He expressed the opinion that the peace treaty was a beginning rather than the end; that all Europe was bankrupt and that the abyss of social revolution and the downfall of the structure of society yawned before Europe unless swift preventive measures were taken. Not only must labor's just demands be met, he said, but the capital of the world must be pooled to save the countries of Europe that were hovering on ruin. This pool of capital would have to be used as a credit reserve on which the impoverished nations could draw, irrespective of security, until they regained their footing. The organisation of such international relief and the introduction of sound social reforms were the only possible means of averting world ruin, he held. His views came as a shock, being the expression of a careful banker and not an impressionist writer. Also they were distasteful to Wall Street and the big financial interests. Pressure was exerted and Mr. Vanderlip resigned as president of the National City Bank. He has just published a book, "What Happened to Europe," (Macmillan) in which he defends his views. It is a significant statement, one that calls for the world's consideration. Extracts from the book are given below—Editor, THE CHINA PRESS.

The preface gives this general outline of Mr. Vanderlip's thought:

"It is easy to understand how a traveler, seeing these almost normal externals, might conclude that, with the signing of peace, Europe was almost ready to resume its old life in the old way and, given time to heal the visible wounds of war along the battlefront, would again be the Europe we used to know. And so if there are returning travelers who have not seen what has impressed me, I shall not be surprised nor will I have any fault to find if they describe a Europe exhibiting little change from prewar days.

America The Last Hope Of Europe

"I have reached what to me are some startling conclusions. They are set forth in what follows with such fulness as was possible within the limits of the time. If they were only my own conclusions, there are some of them that I should doubt myself. It is hard to believe, when one sees what is outwardly a perfectly normal country with its people quietly moving about, apparently fed and clothed to a normal standard, that there may be impending a catastrophe for such people—a catastrophe that they themselves do not dream of at the moment, a catastrophe that may be marching with the grim certainty that marks tragedy. But this catastrophe may be averted if statesmen are wise enough and if America is wise enough; for America is the last hope of Europe.

"America must be brought to understand what has happened to Europe and be filled with sympathy, but not with sympathy alone, for charity alone cannot save Europe. America must understand how her own fortunes—her own future—are bound up with the fate of European civilisation and that European civilisation is confronted with extreme dangers. Without America's help, the catastrophe cannot be averted, I believe; but by America's help I do not mean America's charity. If once we grasp the full import of what the war has brought to Europe, at once we see what vast responsibilities and opportunities the war has brought to us. I believe we will place ourselves at the service of Europe as a whole nation, just as we threw our whole national strength into the task of saving Europe and the world from military domination. Europe is now to be saved from a financial and industrial breakdown. There are possibilities of a cataclysm in the situation and time will move very rapidly. I believe much of the disaster can be averted, but that can only be done if America understands."

Bolshevism A Passing Phase

In his interviews and speeches Mr. Vanderlip has stressed the financial aid which he conceives we must bring to the aid of Europe by way of an international consortium of bankers. In this volume even more striking are Mr. Vanderlip's views upon labor unrest and the duty of capital in this country to meet and solve its problems. Mr. Vanderlip studied English progress along these lines, and was profoundly impressed by it. He does not take an alarmist view of Bolshevism. In an interesting chapter on "The Power of Minorities" he gives a second-hand picture of Russia and ventures two prophecies. He notes the compromises to which Lenin has been driven in order to make his communistic theories work and predicts that the "Bolshevik regime is a passing phase" which will be succeeded by a "dictator again representing an effectively powerful, small minority." This will in turn be followed by "a constitutional monarchy, for Russia, with its 85 percent of illiteracy and with its unstable and idealistic national character, is not ready for a real democracy."

When Russia thus emerges Mr. Vanderlip predicts that it will be the most solvent nation in Europe, because it has the richest natural resources and may have marvellous properity. For another guess, Mr. Vanderlip thinks that Russia will be dominated and exploited by Germany unless the United States shows "unexpected prescience, courage and a disposition to take a financial venture."

Radicals Only 10 to 15 Percent

The spread of Bolshevism through the dictatorship of a minority Mr. Vanderlip sees as a possibility in any European country where industry is paralysed and idleness is followed by hunger and want:

"This minority of extremists nowhere is large. In England it was estimated, in both conservative and radical quarters, as being at the minimum somewhere between 10 and 15 percent of the total organised mass of union labor. I fancy the proportion is not less, and I doubt if it is much more in any of the European countries which I visited. Everywhere it is an active and distinctly forceful minority and knows much of the power of propaganda. Within the labor unions themselves the radical element has a voice quite out of proportion to its numbers.

"There is a constant struggle on the part of conservative leaders of union labor to hold in check the wing of their organisations represented by the extreme radicals, and they all admit that there is a menacing danger that the minority may run away with the majority.

The Phlegmatic Majority

"In recognising this element of instability in the European situation it might be well if we took the lesson home and became conscious of the fact that our own great conservative majority is phlegmatic, not unified, almost voiceless, and at the same time note how efficient are the methods of active radical minorities. We have Socialist papers with a a million circulation. There is a steady flow of incendiary pamphlets through the tenements of the East Side, the authors of some of which could legally be shot for treason. Socialistic speeches are made daily in Wall Street, while the men in the adjacent offices give far more time to scheming how to get advantage of a business competitor than they give to original thinking on economic and social questions. America is the greatest of democracies, pledged to the sovereign rule of majorities; and America should beware of the power of minorities."

The labor problem, Mr. Vanderlip feels, must be grasped with a new intelligence. Here is the broad doctrine:

"It seemed to me that the most important thing for American employers to grasp is the significance attached by workingmen to bettering their social status in industry. At home, I try never to miss an opportunity to gain enlightenment on the workmen's point of view, and I have been increasingly impressed with their desire for a larger voice in management. They do not want a voice either in the management or the responsibility of the business office, but they do want more to say about the immediate industrial conditions in which they work. I am thoroughly convinced that that aspiration is now world-wide and that America will feel the demand as strongly as it is now being felt in Europe. I believe it is a demand that American employers should heed, and that it should be met not merely by forced and grudging concessions but rather from the point of view which is now held by many English employers. It is declared that what the men want is to be treated as intelligent participators in industry, to be consulted and to have things explained to them. It is a reasonable and logical claim, and employers themselves believe they will have to concede it.

Contentment Affects Production

"English employers believe that production hinges on contentment, that contentment cannot be secured merely by wages, and that if labor is given a larger voice in the management of the purely industrial conditions of the shop, there will be not only a growth in contentment, but there will be a co-operative spirit in which men will bring their brains as well as their muscles to the task of production. They feel that from capital's point of view every such concession made will be far more than compensated in the increased production secured.

"I believe that it lies within the power of American employers and of American capitalists similarly to make a short cut without great sacrifice to a future of industrial peace, and to escape what might be a conflict that would be as dangerous to her national life and prosperity as was the conflict we have so happily passed through. That short cut may be reached if these interests will now with one accord come to the point of view that has already been reached by European employers and capital. That will require a true vision, a development of human sympathy, a grasp of economic principles, a concession in time-rooted prejudices and a quickened understanding of the aspirations and the point of view of labor. Is it too much to hope for?

Short Cut To Industrial Peace

"I am convinced that it is along these lines that industrial peace lies. I have come to feel profoundly that a liberalising of the views of employers and capitalists in respect to labor will be followed by a gain to both sides, the value of which could hardly be measured. In that directions lies the hope that America may make the same sort of short cut to industrial peace that she made in freeing herself from a life of apprehension of military domination. It seems to me clear as crystal that along this road there lies not only great moral satisfaction, but side by side with that lies the greatest material prosperity."

Mr. Vanderlip devotes a whole chapter to expounding the views of an unnamed English employer whom he quotes at length. Five great principles of labor's rights society must accept in this view:

1. The minimum wage.
2. The forty-eight (or possibly the forty-four) hour week.
3. Security against unemployment through an insurance fund to which workmen, employers and the state should all contribute.
4. A larger control of industry by the workers.
5. A real interest in the profits of the business.

The English employer's views upon the two last points, apparently approved by Mr. Vanderlip, are as follows:

"Fourth, a larger control of industry by the workers. This should be the next step. The workers of this country have made up their minds that they do not intend to continue as wage slaves. They want a voice in the administration of the industrial part of the business in which they are engaged, and they want that, not as an act of grace, but as a right.

"I have been very anxious to know just what was in the minds of our workers in regard to what they want in their relation to industry. You cannot find that out merely by sitting on the opposite side of a table during an acute stage of a labor controversy. I have therefore taken a great deal of pains to get into touch, not only with the men in my own industry, but with employers generally. I have had representative workmen spend week-ends with me and talk the subject over as man to man, and I have had meetings of representative workmen drawn from various industries to discuss the subject. These meetings were not so brief and formal that we failed to get at the heart of the question, but were conferences where we got into such relations with the men that we were enabled to bring out what was really in their minds. I would take a country hotel and bring together for a week-end conference large groups of representative workmen, and the result has been most enlightening.

Bosh About Capital And Labor

"Fifth, the final step is to give labor a real interest in the profits of the business, and this is the lowest price at which the capitalistic regime can buy itself off from the danger of revolution. There is a great deal of preaching to the effect that the interests of labor and capital are identical. That is all bosh. The interests of labor and capital are not identical. It is labor's aim, and its proper aim, to obtain in the division between capital and labor all that it can, just as it is the aim of capital in its division of the results of capital and labor to obtain all it can. Up to the point of an industry going to smash the interests of labor are opposed to the interests of capital. How to make this division of the results of industry between labor and capital is the most difficult of all problems.

"In my own opinion we should look at it in this way: There should first be two definite charges against the net profits of industry, (1) a living wage to labor, and (2) a minimum return to capital. Then after labor has received a basic wage and capital has received a minimum return, all that is earned should be divided between capital and labor, and in my opinion it should be divided equally.

"I am thoroughly convinced that if we are to save the present order of society we must make such thoroughgoing concessions as I have here indicated. I have had a talk recently with Sir Robert Horne and I said to him: 'Are you out for mustard plasters? If you are out for mustard plasters only, if you are looking for mere palliatives, you are going to fail. My recommendation to you is to appoint the strongest royal commission that can be brought together and have them consider these last two points, that is, the part that workers should play in the control of industry and the methods by which labor can be given a real interest in the profits of the business. I would have that commission composed of the strongest possible representatives of both capital and labor, and I would make the decision of the commission law.'"

An International Peace Loan

The book concludes with a detailed account of Mr. Vanderlip's proposal for financing Europe. The prime economic necessity he considers to be to re-establish promptly the flow of production so as to give employment to the millions of unemployed. Government loans he considers impracticable; yet the situation must be treated as a whole. Therefore he urges an "international peace loan" upon the following basis:

"The governments of the leading nations each should appoint a consortium of bankers to have charge in the respective countries of the flotation of an international loan of a certain amount. These consortiums of bankers in conjunction with their respective governments each should appoint members of an international loan commission, the headquarters of which might well be in the peace palace at The Hague, and the number of representatives of each country, respectively, or their voting power, should be equitably determined.

"The international loan commission would determine, from the facts regarding the industrial situation in each of the possible borrowing countries, the proportionate allocation of parts of the total loan to each borrowing nation; and later should determine, in conjunction with representatives from the borrowing nations, the definite amounts of machinery, raw material, rolling stock, etc., which should be furnished.

"Each lending nation would furnish, according to its capacity, an amount of machinery, raw materials, etc., equal to its amount of participation in the international loan, with adequate safeguards insuring to the borrowers that these materials were furnished at proper prices.

Materials And Machinery Allotted

"The international loan commission would propose to the borrowing nations that they would furnish to them credits to the determined amounts, to be expended in the way provided, against obligations that in the case of every nation followed the same formula. The obligations would run for say fifteen years, bear — percent interest, provide for amortisation of one-fifteenth each year, and be repayable, interest and amortisation, in the currencies of the various lending countries in the proportion in which the obligation was at the time of each interest payment actually held by the nationals of such country.

"Each borrowing nation should pledge a first lien upon its customs revenue to meet the interest and amortisation service of that portion of the international loan allocated to that particular nation."

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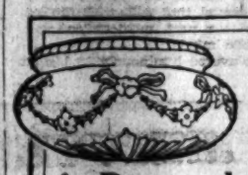
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The Story Of A Master Detective

Post Office Inspector, Just Dead, Was Type Of Sleuth Of Fiction

By John Walker Harrington

Had Joseph E. Jacobs been as good a teller of tales as he was a detective many of the things concerning his career to be recorded here would have been familiar to all. The United States Post Office Department, where he was for so many years an Inspector, misses him; the police realize that a strong and resourceful ally has gone, and the underworld breathes the easier for the fact that he is no more, but of him the general public knew comparatively little.

The wholesale plot to send through the mails a consignment of bombs which might have hurled out of this world a score of prominent citizens was frustrated, but at this writing its perpetrators have not been found. Inspector "Joe" had worked on the matter some, but, as his days were numbered, he could give little attention to it. It was just the kind of a case which appealed to the wonderful power of analysis of the man and to his bulldog tenacity. He almost wept when he was out of the game and the running, and the mystery of it was on his mind up to his death last month, when the master detective followed that slender clue to the realm which is beyond mortal ken.

One of these days some one with patience will write a book about Inspector Joe. When that is done much unwritten history should emerge, for this modest Vidocq sought always to give credit to some one else for the wonderful feats which he performed year after year, and a story of his life would need deep digging into the records.

Jacobs was born in New York City on October 19, 1850. He first entered the Government service as a pension examiner. His quick mind was the means of unearthing so many frauds that it was natural that he should go into some kind of secret service. He was made a Post Office Inspector in 1882, and assigned to the Washington district, which embraced not only the District of Columbia, but several States as well. His talents were so recognised that in 1893 he was transferred to the much larger field, the New York Division, which included only the State of New York, but had the New York City Post Office, the most important postal center in the country. He was not bound down to the city and State, however, for his duties took him all over the United States.

What made him a great detective was more than anything else, that indefinable quality, intuition. He had keen observation; one of the most logical minds in the country; caution, combined with a singular daring; and a stubborn, dogged way of hanging to everything he undertook, even if it took him years to accomplish what he set out to do. But above all these qualities was that mysterious sense of his.

Take the North Platte affair, for instance. He was walking down the Bowery one clear Winter evening with a Pinkerton detective. A man passed them who wore a rough fur cap, which evidently he had made himself, and swinging a shiny black oilcloth satchel, shaped like a carpet bag.

"Looks queer," said Jacobs. "Let's see about it."

He turned just in time to see the stranger go into a saloon, into which the two detectives followed him. The man set down his bag, bought a drink, reached deep into a waistcoat pocket, counted out something and went his way. He repeated this operation in two more saloons. Jacobs stepped up to him as he was leaving the last one and asked him how he was and especially how long he was going to stay in the city.

"Better take a walk with me," suggested the Inspector, and within a few minutes the carpetbag knight was in the Mercer Street Station, detained on the word of Jacobs, who said he wanted to be sure of the man's whereabouts for the next twenty-four hours.

Chief Inspector Ashe was awakened at the Astor House, where he was then living, and Jacobs requested that a despatch be sent to North Platte, Neb., for any information about a Post Office robbery in that neighborhood.

Word came back from the Postmaster next morning that his own office had been robbed of $2,800 worth of stamps. Lacking a few cents' worth, the whole amount was found in the bag of the man with the fur cap. There was nothing else in it but a timetable on which was underscored in pencil the name of the station, North Platte. The thief had reached New York about the time his ready cash was exhausted and he was buying drinks with stamps when Jacobs saw him in the saloons. By the next day he would have cashed in his stamps at a convenient "fence."

Among the duties of the Inspector was the tracing of thefts of all kinds from the mails, and sometimes these were the work of clerks in the stations. He was especially successful in ferreting out these inside thievings. His method of work was characteristic. If, for example, a bundle of letters of complaint were turned over to Jacobs, he would first separate them into classes according to localities from which they came. Often for an hour or so he would sit at a table shifting the complaints about and piling them, with all the zest of a solitaire fiend. He saw or heard no-hing else, so intent was he on his game. Then a sudden move, a quiet smile, and Inspector Jacobs was off on the trail. He had in some cases by a process of deft elimination fastened the guilt upon a certain clerk at a certain window in a Post Office station and his investigations and the confession of the criminal himself confirmed his intuition.

Post Office thefts of this kind often go on for long periods before the criminal is caught, but Jacobs always went on the theory that sooner or later the successful thief would throw caution to the winds. His ability to judge human nature on sight was almost uncanny.

His fine eye for detail made him unusually valuable in detecting the inside thefts, for he would be able to see the slightest unusual move. He and his partner, C. C. James, were often stationed in "lookou s" in the galleries of the upper parts of large Post Offices from which they watched the motions of scores or hundreds of employes.

There had been stolen from one Post Office $22,000 in currency. The Jacobs elimination method had traced its disappearance to a very respectable looking, well dressed employe who had a responsible position. The Inspector watched him secretly for weeks. He rented a room opposite the house where the man lived with his parents and kept his suspect under observation from a hole in a window shade. The clerk was confronted one evening in the cellar of the house by a quiet-mannered, resolute man.

"Dig it out again," said Jacobs, pointing to the coal bin, "and then come with me."

The clerk, who spent most of his evenings at home, had been seen moving about in the house and several times he had passed a window which was only partly curtained. Jacobs had calculated to a nicety that the man was on his way to the cellar. It proved that the whole amount was cached in a box under the coal and that the culprit had been going to it, taking a small allowance for spending money and restoring the rest to its hiding place.

A good example of Jacobs' tenacity was shown in his capture of a man who had taken $40,000 from a mail pouch in the city. He suspected a clerk in the Grand Central Station by the name of Connolly who had disappeared. The Inspector traced the man to Chicago through various letters and clues, but on going there lost the scent. For months afterward he kept working on the case while looking after a few other details for the department, and then the word came which took him to San Francisco and his quarry. The almost inevitable way which criminals of that class have of writing to women was the cause of the thief's downfall.

Early last year a mail wagon standing on a ferryboat bound for Weehawken was robbed of $350,000 in bonds. Jacobs worked for several months on the case, captured the robbers, had them convicted and recovered all the bonds. From a detective point of view, this feat was not spectacular, but the way in which Jacobs went about it was a fine example of inductive reasoning, through which he gained first the confession of an employe who was implicated and then traced the man who was the brains of the plot.

Jacobs caught desperate criminals and brought to justice yeggmen who were the terror of the country. His taking of Whitey Sullivan and "Goat" Hinch, who had killed the watchman of the bank at Cobleskill, N. Y., and who were both sent to the electric chair, was one of the most courageous exploits in his long career.

He arrested Mott Haven Red and Pawtucket Johnny, who had looted the Post Office at Highland, N. Y., and had taken a large quantity of stamps and $2,000 in currency. The burglars were sent to prison for long terms.

Although Jacobs went armed, he never shot a man. He had a manner which was so convincing and firm that criminals just went along without resistance. His reputation as a man of iron nerve was such that not even hardened offenders who saw certain death in front of them thought it worth while to fight him.

Probably no Inspector in the service ever took longer chances than did he, and yet he was so wary and cautious at times that he surprised his associates. When they saw the outcome of the case, however, they understood how far-seeing he had been. He was once on the quest of an employe of the Post Office who had stolen thousands of dollars worth of stamps by an ingenious method. The guilt of the man seemed so evident that any other detective might have invaded the house where he was stopping and placed him under arrest without a warrant. Jacobs, however, was unwilling, and on the following morning the man came out from the boarding house which Jacobs had been watching all through a Winter night. Unmolested he went to the Federal Court House and surrendered himself. This he had done on the advice of a relative who was high in the councils of the political party then in control of the national administration. Jacobs did not know of the relationship, but he had a sixth sense of some kind which told him to keep his hands off.

At times there was something almost psychic in his penetration. He seemed to have an outreach into the future which awed his intimates, even though they chaffed him about it.

On the bulletin board of the quarters of the Post Office Inspectors for this division in the New York General Post Office there is a slip of paper in the Inspector's firm writing which he posted there on August 29, 1918. It was follows:

"Germany is licked now. War will end November 29. J. E. J."

The signing of the armistice on November 11 showed that he was only eighteen days off in his prophesy.

A fellow-Inspector had meanwhile broken into verse, which he pinned beneath the prediction:

There was an Inspector named Joe,
Who prophesied sometime ago.
That the Kaiser was beat, clear off his feet,
Now, how did Inspector Joe know?

Under date of November 12, Jacob again put himself on record to the effect that the Emperor of Germany would be hanged in England one of these days.

How the Inspector knew or sensed things which were beyond the knowledge of many men was due more than anything else to the incisive and rapid reasoning powers which he had cultivated. His remarkable work in hunting out enemy aliens was a notable example of his methods, although this phase of his activities, from its very nature, cannot be publicly discussed.

Few men had such a genius for friendship as did Joseph E. Jacobs. It has been said that some of his remarkable success was due to his policy of "give and take." He helped other detectives in the Police Department or connected with the private agencies and received from them aid and information in return.

For his personal glory and advancement he cared so little that in giving out stories of captures to newspaper men he was chiefly anxious to see that others got credit for the work although often they had had only a small part in it under his direction. Often he had heated argument with reporters, who had, in his opinion, given too much prominence to his part in some sensational capture.

In his kindliness of nature he often appeared as an intercessor for some criminal whom he had caught after months of hard work. He had been known to arrest one, and, on finding he was penniless, to slip him a $5 bill with which to buy food other than the plain prison fare. Feared as he was by wrong-doers, there were few with whom he came in contact but had a liking for him.

Jacobs was often selected as a guard for Presidents. He was a favorite with the late Theodore Roosevelt. When the Colonel was going on long journeys he invariably asked that "Joe" be assigned to look after him. Often the Inspector went ahead of a Presidential visit and arranged with local police for the proper guarding of the Executive.

The wide range of this detective's friendship was revealed at his simple funeral out in Flushing. It was attended by former members of the Cabinet, by prominent leaders who had been Postmasters General, by officers of the Detective Bureau, by the heads of prominent agencies, by scores of his former associates in the department, and by citizens who know little about his activities in his calling, but who admired and loved him as a man.

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New York's Six Millionaire Police Deputies

Who They Are And How They Work; No Salary At All, But Some Style!

(New York Tribune)

New York's six special deputy police commissioners probably are the cheapest and wealthiest policemen in the world, and the Police Department rank and file are beginning to wonder how long the city will be able to hold that distinction after the peace treaty is signed. For the millionaire cops—Dr. John Alton Harriss, Rodman Wanamaker, Allan A. Ryan, T. Coleman du Pont, John M. Shaw and Edmond A. Guggenheim—were appointed by authority of a war measure, the department believes. Their salary is nothing ($00) a year.

Some of them are of such recent appointment that the uniformed force has had no opportunity to gauge their mettle. Some have handled difficult police work with ease and won the respect of the department. One such is Dr. Harriss, who has complete general supervision over the regulation of traffic.

Dr. Harris is president of the International Arms and Fuse Company and employs 20,000 men. He has the incidental financial and business connections which go with such a position. He is commodore of the Columbia Yacht Club. He is a physician. But for years his avocation and delight has been the study of street traffic in New York. From the window of his office on the fifteenth floor of 511 Fifth Avenue, which is said to be the most luxurious office in this city of luxurious offices, Dr. Harriss can look up Fifth Avenue for nearly three miles.

The steady stream of vehicles, changing in type of its constituent parts from hour to hour, but unvarying from month to month, fascinated Dr. Harriss. He studied it by the hour. He knows the Fifth Avenue bus schedules as well as any starter, and probably has a much better idea than most of them how the schedules work. As opportunities offered he studied conditions on other thoroughfares as well.

A friend with whom Dr. Harriss was discussing his hobby in a bank on February 16, 1918, introduced him to George W. Loft, who chanced in. Mr. Loft was chairman of the Mayor's Committee on National Defense. Dr. Harriss said he had some ideas concerning traffic regulations that he would like to tell the Mayor about some time. Mr. Loft suggested going to the City Hall.

Talked Traffic

They went, Mr. Loft introduced his new acquaintance to Mayor Hylan. Dr. Harriss talked traffic. Within half an hour after the chance meeting at the bank Dr. Harriss was appointed special deputy police commissioner with supervision over traffic.

Making a business of his hobby was far from putting Dr. Harriss afoot, however. The Police Department immediately became his hobby. His interest in traffic problems became more acute than ever but he adopted the entire department as well. He gave a $6,000 automobile to Police Commissioner Enright. He gave, equipped and maintains for the police a motor lunch wagon seating forty men at once, to be used whenever an emergency may demand prolonged patrol duty.

He gave to the department the use of a house two doors north of his own home on Riverside Drive at Eighty-sixth Street. Deciding that one house was too small, Dr. Harriss added the one next to it, which he owned also, and is having partitions torn out and doors cut through. Although he lays up his yacht Surf, which was used by the Red Cross last year, during the winter months, Dr. Harriss does not lay up its crew of fifteen but keeps them on the payroll. So when he equipped the Police Club part of the equipment was the chief and stewards from the Surf. It is his ambition to build a $3,000,000 clubhouse for the police.

Those things are not all that the department will have to remember its special traffic commissioner for, however. He attends, and has attended for years, the meetings of local civic organisations and is using the knowledge thus gained to improve conditions in the localities so represented.

The Dead Line

On each side of Forty-second Street a line of white tiles stretches across the oil-grimed pavement of Fifth Avenue from curb to curb. At night each white strip is illuminated. It marks the unmistakable dead line for motorists when the traffic patrolman's signal is set against them. None must cross it to infringe upon the pathway cleared for pedestrians crossing the avenue. That was one of the ideas that occurred to Dr. Harriss while he was starting out of his office window.

He also wanted traffic signs such as "Street Closed" and "School Street, Drive Slowly" distributed more generously, and one of his first acts as special deputy police commissioner was to put in a requisition for them. Time passed, but the signs did not materialise. Dr. Harriss made some inquiries. He discovered that the Board of Estimates had not given its approval to his requisition.

Deciding not to wait for the Board of Estimates' approval, he went shopping and bought as many signs as he thought were needed, paying for them himself.

When it came to furnishing the office that was assigned to him at headquarters, Dr. Harriss's tastes were little less fastidious than when he was furnishing his Fifth Avenue office. Out came the desks, chairs, filingcabinets, panelling, wall paper and most of the other standard furnishings supplied by the department.

Interior decorators whose taste could not conceive of wall papers that cost less than $100 a roll were called into consultation. The office was to be in brown. Panelling of Italian walnut was put in. Desks and chairs were bought or made to match. Even the telephone is a rich golden brown. New rugs were bought to fit into the setting. Not the least interest attaching to the lien of official life held by the special deputy commissioners is that in speculation concerning the identity of the lucky "flatty" who will step into this study in brown.

Dr Harriss, like most of the other "millionaire deputies," spends little time at his headquarters office. He likes to do his police work in the Fifth Avenue office, when he overlooks that teeming thoroughfare. While other special deputy police commissioners have the advice and assistance of inspectors in performing their duties as well as the inspectors' staff for detail work, Dr. Harriss staff is headed by a lieutenant.

Still More So

His office at 511 Fifth Avenue is furnished with even more meticulous attention to detail than that at Headquarters. It is twenty-one feet from floor to ceiling and is panelled in Italian walnut, all the panelling, Dr. Harriss asserts, coming from a single tree. In proof of his assertion he will point out that the graining in the upper and lower panels is complementary throughout the entire circuit of the room.

Another special deputy police commissioner who has no cinch—even the uniformed force will admit—is Rodman Wanamaker. He is the head of the Police Reserves, the body of volunteer emergency policemen which was first organised by Police Commissioner Arthur Woods as the Home Defense League. Mr. Wanamaker is the son of John Wanamaker. He was appointed a special deputy police commissioner February 21, 1918.

Keenly interested in aviation since 1911 and the backer five years ago of a project for a transatlantic flight for which he had an airplane built, Mr. Wanamaker decided not only to have his citizen police aeroplane squad, but to have them overhead, too. To that end he organised an aviation squad whose proficiency in flying recently was demonstrated at the Aeronautical Congress is Atlantic City.

He reorganised the entire body of volunteers, decreasing their numbers somewhat, in the interest of efficiency. He supplemented the merely masculine organisation with the Women Police Reserves. He was a prime mover in the field day last year to provide uniforms for the reserves.

Friendly Relations

One of his most difficult tasks and one requiring continual attention was the promotion of friendly relations between his men and the uniformed force. The former were inclined to demand consideration from the uniformed men, convinced that they had earned it by giving up several hours a night, as many of them did despite their daytime employments, to go on patrol like regular policemen. The uniformed men, on the other hand, were reluctant in many instances to meet the civilian members halfway and friction constantly was developing.

Allan A. Byan, another aviation enthusiast and a former president of the Aero Club of America, was appointed a special deputy police commissioner April 15, 1918. He was put in charge of the division of national defence, and his duties included the policing of 527 miles of waterfront in war time. While hostilities continued that phase of his job alone was a most onerous one.

He co-operated with the law enforcement division of the War Department Commission on Training Camp Activites in cleaning up vicious districts which might have proved alluring to soldiers or sailor on leave in the city. Within a few weeks of his appointment he made an airplane flight over the city with an army officer to discover what steps, if any, should be taken toward darkening the city to foil possible air raiders.

He is the son of Thomas Fortune Ryan, was born in 1879, educated in England and is a financier by inheritance, training and inclination. He is interested in commercial enterprises and is a director in many corporations. He lives at 969 Park Avenue and his office is at 111 Broadway. He also has an office at Headquarters, but he seldom uses it.

Special Deputy Police Commissioner Edmond A. Guggenheim, a son of Murray Guggenheim and a copper magnate himself, was appointed to his nothing-a-year job March 28, 1919. His duty is to supervise police conditions in the borough of The Bronx. He is thirty-one years old, and after completing his studies at Yale and Columbia universities took a post-graduate course in mines and smelters in the West.

He is vice-president of the Chile Copper Company and the Braden Copper Company and a director of the Kennecott Copper Corporation, the Utah Copper Company and the Nevada Consolidated Copper Company. In September, 1918, he enlisted in the Motor Transport Corps. When the armistice was signed he was training for a commission at an officers' camp.

"I have grown up from boyhood in New York," he said, when he was appointed a special deputy police commissioner, "and I will take great pleasure in my duties in The Bronx. I believe it is a good thing for men to get into politics who can afford to work disinterestedly, so far as remuneration is concerned. I also think that Commissioner Enright is the best man we have had in that office for a long time. With a depleted police force he has done remarkable work, especially in handling the great Victory celebration crowds."

The Powder King

T. Coleman du Pont, former head of the du Pont Powder Company and holder of the Morgan interests for some time in the Equitable Life Assurance Society, was appointed a special deputy police commissioner, with juridiction over police affairs in the borough of Queens, May 3, 1919. He is said to have received nearly $20,000,000 for his share in the du Pont Powder Company.

He lives in Wilmington, Del., but has large business interests in this city, including the Waldorf-Astoria and other hotels. In April, 1918, he was elected president of the Industrial Finance Corporation, which is the parent company and chief stockholder in the Morris Plan system. He was born December 11, 1862.

John M. Shaw, a broker, was appointed a special deputy police commissioner September 11, 1918. His duties at the time of his appointment were to supervise police work in the borough of Richmond, but since then additions have been made to them.

Recently he was placed at the head of the Police Department's bureau of special service, which was described as a kind of volunteer secret service organisation, involving particularly counter attack upon Bolshevism and disloyalty of all kinds. It was stated also in the announcement of the formation of the bureau that it would combat secret crimes.

Presumably under the latter definition of its functions, members of the bureau have been used to raid suspected crap games, some of these raids taking place about the time of the discovery of Police Commissioner Enright's secret orders to his inspectors to be especially vigilant lest the Citizens' Union discover something wrong in their districts before the inspectors themselves did.

Professional and business men of the foremost rank, it was said, had consented to ally themselves with this bureau of special service, and they would use their endeavors in practically every important form of business and industry and in all the professions to prevent or eradicate disloyal tendencies.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

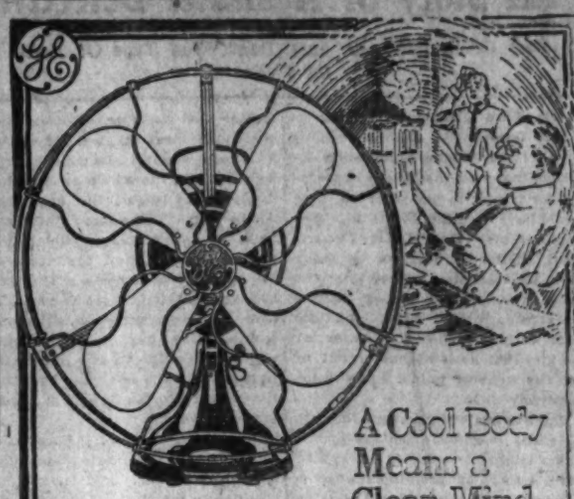
Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China



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The Cook: Life's Greatest Problem

As Haughty As The Monarchs, As Evanescent As The Rainbow, At Home Now

By James J. Montague
(*New York World*)

You know the old joke about father being ordered by mother to go out and fire the cook. It was always illustrated. There would be father standing timidly in the kitchen door, ready to make his getaway on the instant. There would be the cook, with a poker or a rolling pin, brutally refusing to be fired. And in the next picture father would reappear in the parlor to announce that the cook had promised to be good hereafter, and so he had decided not to fire her.

That joke used to have what the dramatic critics call appeal. In other words, it was "a crossection of life," for in the dear dead days beyond recall things like that actually happened.

They don't any more. The joke is extinct, like the great auk. It is one of two or three defunct jokes that will never be resurrected.

For nobody fires cooks nowadays. Firing cooks is wholly supererogatory. You hire a cook, nature takes its course, and, lo! she stands not on the order of her going, but goes at once, and neither father nor mother is accessory before or after the fact.

* * *

It is my proud privilege to live just across the street from one of the idle rich. In the elegant establishment that he maintains each morning sees a cook employed, each evening sees her go.

From my humble window, just after the nine-four train from the city arrives, I watch the chauffeur driving into my neighbor's estate with a nice new cook safely bestowed in the limousine. Shortly thereafter, his family, consisting of a wife, a brother-in-law and four lovely children, come out and picket the gates. At noon, our time 11 o'clock, if you don't believe in daylight saving, the cook comes out. The picket stationed at the gate she chooses for her exit stops her and reasons with her.

She is offered more money, more days out, more movie tickets, more assistant cooks, housemaids and second girls. One can sense these offers without the gift of lip reading.

Nevertheless and notwithstanding, forth she goes. She seldom appears to be angry, but she is always firm. I can see, from my observation post, that she is not going to listen to any armistice terms or consent to any two days' extension. She is simply going. So the next day this pretty domestic scene is enacted all over again, only with a different leading lady in the cast.

* * *

Time was, in our glorious past, when there existed The Woman Who Knew How to Manage Servants. To her household help she was like a lusty winter, frosty but kindly.

She never permitted them to presume. She never allowed them to relax. Everything about her house had to be done just so. Her domestic regulations made the laws of the Medes and Persians look like the rules of a Bolsheviki conspiracy. You knew her, of course. You remember the trim maid, that seemed to have walked right off the stage of a parlor comedy to open the door for you. You knew the jewel who cooked for her, and who would rather die than permit one spear of macaroni to protrude through the golden crust of cheese that covered it. You knew the spotless floors, the shining door knocker, the dustless rugs, the glittering cooking utensils that hung in the immaculate kitchen pantry.

But you are going to forget these things. For the Woman Who Knew How to Manage Servants has become the Woman Who Used to Know How to Manage Servants.

It was hard to convince her that her knowledge had departed, but she is convinced now, and for all time. Up to a couple of years ago she still sought to be stern, though just, and keep servants in their places. She still tried to go the rounds of her house like a gang foreman, and with a sharp rebuke here and a word of commendation there, keep them hustling.

But of a sudden she discovered that both praise and blame fell on dull, cold ears. Then it became apparent that while praise would be endured, blame would not. The chided servant merely repaired to her suite (with bath) in the third story, packed her bag and left, either by the front or back door, as suited her mood. The lady at first thought this surprising state of affairs must be due to the quality of servants that had been sent her. She called up the employment office and got messy about it. But the employment office got messy right back, for it, too, had had its nerve-wearing moments wrestling with the Great Problem. And when new servants came, and were just the same, the lady gave it up and quit being the Envy of the Neighborhood.

* * *

I remember in Rudder Grange how the young husband went to an employment office, and, much embarrassed, made the inspection of a dozen or two applicants for household positions, who sat on chairs, and eyed him suspiciously. But that was very long ago. You don't go any rounds in employment offices nowadays. You go to a little window, receive a questionnaire, take it to a desk and fill it out, swear to it before a notary, and await results. Of course you have to commit a little perjury in the operation, such as overestimating your commercial rating, and forging a few testimonials as to your high character. But all gentlemen will lie for the love of a woman, and you are thinking about what your wife will say if you come back empty handed, so to speak.

In due time, or more properly overdue time, a lady appears, checks up your statements, convicts you of a number of falsehoods and, in consideration of sixty or seventy dollars a month and no housework, consents to accept the position you offer.

But, like sorrow, she endures but a night. The whole thing must be done over again the next morning.

* * *

Sometimes, however, you miraculously succeed in persuading her to stay. It is then that you become embittered by the treachery of mankind. For the telephone begins to jingle, and Nora or Teckla or Dinah is wanted on the phone. And, if haply it is Dinah, ensues a conversation something like this:

"Yas'm—— No, Ah don't like it so awful well—— No, Ah don't care nothin' 'bout dish yere kitchen—— Yas'm, Ah reckon seventy-five dollahs 'ud pusswade me, fo' a trial, dat is, jus' fo' a trial—— Yas'm, you all havin' a unmarried cullud choffur is shuah an inducement—— Ah'll be ovuh to see you tomorrow mohnin'——

Dinah does not go immediately. Before she surrenders the breakfast dishes she destroys ten or fifteen dollars' worth of them, for the same inscrutable reasons as the Huns destroyed their captured battle fleet.

On your return from business the following evening you observe her viewing the landscape from the kitchen window of the Joneses, two doors down the street. Now, the Joneses up to that time were your bosom friends, and your wife's bosom friends. Jones used to borrow your lawn mower, Mrs. Jones used to drop in to get extra knives and forks when she was giving a dinner party. But never again! The perfidy of that telephone conversation and its results has awakened a feud that shall never fade. You are off the Joneses for life.

* * *

In my Bolsheviki days—long since lived down, I trust—I used to read in the Sunday papers that Vanderbilt or John W. Gates or somebody of that ilk paid French chefs twelve thousand dollars a year. And I used to get indignant and rebellious, and curse the vicious extravagance of the moneyed classes, and declare that a man who would pay twelve thousand dollars for a cook was a menace to our free institutions and a blot upon civilisation. But, after considering this servant problem in its present aspects, I am beginning to wonder how I too can get hold of enough money so I can hire a French chef, with never a thought of what he demands by way of honorarium.

PARIS EXCHANGE

(*French Wireless To Reuter*)

Paris, August 8.—(Via Lyons and Koukaza).—Paris Exchange:

Paris-London cheques	33.60
War Loans:	
3 percent	61.25
4 percent 1917	71.55
4 percent 1918	71.20
5 percent	88.10

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated August 7:

The local share market continues steady. Inactive, due chiefly to the continued rise in Exchange and tightness of money. Cottons remain steady. There are more inquiries for Rubber shares though quotations remain

FOR THE CHILDREN
AMERICAN APPLE CIDER
PURE SWEET WHOLESOME
Agents
Connell Bros. Co.

THOS COOK & SON
Tourist, Steamship and Forwarding Agents, Bankers, etc.
Offical Passenger Agents to the Philippine Government
Railway and Steamship Tickets supplied at Tariff Rates.
Letters of Credit and Circular Notes Issued and Cashed.
Baggage collected, forwarded and insured at lowest rates.
Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
Tel. Address: "Coupon" THOS. COOK & SON
Telephone Nos. 2203 & 2204 Russo-Asiatic Bank Building, Shanghai
Also Hongkong, Peking, Yokohama, Manila
Chief Office: Ludgate Circus, London, E.C.

The Ideal Garter for the hot weather is the "Ivory Garter"
because,
There is no metal to rust.
There are no pads.
It is comfortable.
It does not scratch the leg.
It does not tear the socks.
It looks good.
Obtainable from all outfitters or wholesale from the Sole Agents
Dodge & Seymour (China), Ltd.
89-91 Rue Montauban, Shanghai

It is a comforting reflection when night riding know that
TECON
Automobile lamps
are casting their brilliant beams well ahead. It is good to see the warning signs standing out with attention-compelling vividness. It is an advantage to have, as it were, advance information of hidden dangers—to be able to see and avoid awkward bits of the road. Unquestionably, Tecon & B.W.L. reliability ensures a sense of security.
Home of lamps & Wiring supplies
Brilliant Electric Company
P564, Nanking Road, Shanghai, 'Phone: Central 4907
A-70

UNDER NEW MANAGEMENT
SAVOY HOTEL
Re-modelled and Re-furnished
A Strictly First-Class Family Hotel, at Moderate Rates
Satisfactory Home with Excellent Service and Superior Cuisine
SPECIAL RATES FOR MONTHLY GUESTS

A large display of all kinds of
HAND-MADE LACE, EMBROIDERY
SILK, PONGEES, ETC.
Best quality at moderate prices.
THE CATHAY LACE COMPANY
19, Nanking Road

PHONE WEST 189
FORD HIRE SERVICE
ORIENTAL MOTOR COMPANY, 77 ROUTE VALLON

★ ★ THE VENUS ★ ★
FIRE AND MARINE INSURANCE CO., LTD.
Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.
Head Office: 127 Szechuen Road

"FREEZOR" FANS

CEILING AND DESK FANS
OSCILLATING FANS, THREE SPEEDS
for all Voltages in all sizes.
The General Electric Co. (of China), Ltd.
(Shanghai—Hongkong—Hankow—Tientsin)
Telephones 1608 & 1606 1 & 2 NINGPO ROAD.
Telegrams: "GENLECTRIC" SHANGHAI.

AMUSEMENTS

APOLLO THEATRE
TOMORROW, AUGUST 11th, 12th and 13th
PEARL WHITE AND WARNER OLAND
PEARL WHITE AND WARNER OLAND
in the Final Episode of Pathe's Supreme Serial
"THE LIGHTNING RAIDER"
"THE LIGHTNING RAIDER"
Episode 15: "Wu Fang Atones"
PATHE'S AMERICAN GAZETTE
Prince Wiffles in "NUMBER 30, SERIES No 10"
A Dandy Film. A Good Comedy.
Thursday next, "FATHER AND THE BOYS"
5 Parts Comedy Drama.
Time and Prices as Usual
To-night George Walsh in "THE BEAST"
Matinee, To-day, 3.30 p.m. "The Lightning Raider" Episode 13—"The white roses" Episode 14—"Cleared of guilt"

St. George's Garden
BUBBLING WELL ROAD
Tonight, August 10th
CHARLES CHAPLIN
in
The first of his million-dollars pictures
"A DOG'S LIFE"
There are more laughs in this film than the pup in the picture has fleas
Pathe's Gazettes and Other New Films

ROYAL ITALIAN CIRCUS
TWO PERFORMANCES TODAY
5.15 AT 9.15
Chang Su Ho's Garden
MATINEES EVERY Tuesday, Wednesday Saturday, and Sunday
BOOKING at MOUTRIE'S. Plans rapidly filling

Amusements

Victoria Theatre
TONIGHT
HOUSE PETERS
and
LOUISE HUFF
in
"THE LONESOME CHAP"
AND OTHER NEW FILMS

ISIS THEATRE
SUNDAY MATINEE
"THE LIGHTNING RAIDER"
9th and 10th Episodes
and
Chaplin and Triangle Comedies
SUNDAY EVENING
CHARLES RAY
in
"SUDDEN JIM"
"Sudden Jim," Five-Part film, played by Charles Ray, a leading screen artist, is one of the most entertaining and interesting features produced by Thomas Ince, under contract with the Triangle Corporation.
New Programme for Monday
The Master-Serial
"LIGHTNING RAIDER"
11th Episode
Exceedingly thrilling and sensational incidents, including the entrapping of Pearl White and Tom Norton by Wu Fang in a burning house, are shown in this episode.
Also showing
"CORKY THE DEMON DETECTIVE"
Three Parts
Very interesting and exciting detective picture.

Chinese and Foreign Banking Announcements

...e and Bullion

...August 9, 1919.

...EXCHANGE

...Buying Rate

...oubles

... =Tls. 100

... =Mex. $2.75

CUSTOM HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls. 3.25	@	5/6½		£1
,, 1	@	328 mom. Fr.		9.22
,, 0.74	@	121¼	Gold	$1
,, 1	@	41¼	Yen.	2.68
,, 1	@	15	Rupees	4.62
,, 1	@	—	Roubles	—
,, 1	@	1.50	Mex.	$1.50

Stock Exchange Transactions

Shanghai, August 9, 1919.

TODAY'S QUOTATIONS

Official

Shanghai and Hongkew Wharf Tls. 101.00

Tls. 100.00 Sept.

Langkats Tls. 20.00 Sept. C. N. I.

Ziangbes Tls. 4.00

Unofficial

Langkats Tls. 20.00 Sept. C. N. I.

Shanghai Produce & Stock Exchange Transactions

Shanghai, August 9, 1919.

Business Done

Japan China S. and W. Co.

Tls. 25.50 Aug.

Tls. 26.10 Sept.

Shanghai P. and S. Exchange

Tls. 20.90 Aug.

Tls. 21.50 Oct.

Local Yarn:

Water Moon 16's Tls. 198.00 Sept.

Tls. 200.00 Oct.

16/20's Tls. 210.00 Oct.

Tls. 207.80 Nov.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL TIENTSIN

Cable Address

ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Chartered Bank of India, ...lia and China

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Colombo Manila Taiping

Delhi Medan (F. M. S.

Haiphong New York Tavoy (Lower

Hankow Peking Burma)

Hongkong Penang Tientsin

Yokohama

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1241.
Telegraphic Address "Knabax."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

E. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:

J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. Stait.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:

London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolaiewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE,
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 3 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin.

Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 銀 通 福
Chung Foo Union Bank

(Established in 1917.)

Statutes approved by the Government in 1918.

Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
S. D. Tar, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,583,000.00

H. T. S. Green,
President & General Manager.

London Office:
16 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches

China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:

Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 400,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
25 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed ..	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,000,000

London Bankers:

The London County and Westminster and Parr's Bank, Ltd.

The National Provincial and Union Bank of England, Ltd.

The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuan	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

T. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ..	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.40
Special Reserve Fund	$1,895,932.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tainan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfou

BANKERS:

In France: Societe Generale pour Favoriser le Development du Commerce & de l'Industrie en France.

In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.

In New-York: Redmond & Co.

In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts

Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,769,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
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Rubber Prices

Messrs. Meyer and Measor, Singapore report that the Auctions this week showed prices of cents 72½ to cents 75½ for Pale Crepe and cents 71 to cents 73½ for Smoked Sheet, the tendency of the market being steady.

Silk Market

In their report for week ending August 8, Messrs. William Little and Co. write as follows:

The market for all descriptions rules very quiet, the high rate of exchange in face of present unwillingness of Silkmen to make concessions, precluding business.

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AMERICAN GUNS TO END CAREERS OF NOTED SHIPS

Warship Iowa And Others Tha Humbled Spain To Be Used as Targets

OREGON GIVEN TO STATE

Kearsarge And Illinois, Oncet Most Powerful Afloat, To Be Scrapped With Others

Washington, July 5.—Decision of the Navy Department to break up and sell for junk or use for targets twelve obsolete battleships marks the passing of a fleet of vessels long identified with many of the most glorious achievements of the new American navy. They wrote many bright pages into this country's naval history during their years of service, and four of them have participated actively in two wars. The doomed ships, including the famous old Spanish-American war squadron consisting of the Oregon, Iowa, Indiana and Massachusetts and the more modern but hardly less famous Kentucky, Kearsarge, Alabama, Illinois, Wisconsin Ohio, Missouri and Maine, composed one of the most, if not the most powerful battleship fleets in the world more than fifteen years ago.

Foremost among the achievements of these famous old fighting craft is the part they played in the Spanish American war. The Oregon, which had been commissioned at San Francisco in July, 1896, was at Mare Island navy yard in 1898 when the message was flashed to her commander that the United States was at war with Spain. On March 6, 1898, the famous old ship cleared the Golden Gate bound for the West Indies on what proved to be the most epoch making battleship voyage ever undertaken. With decks stripped for action and gun crews at their stations the Oregon ploughed around Cape Horn, up the east coast of South America and arrived at Key West on May 26 ready for action, having made the 14,000 mile voyage in sixty-eight cruising days. Captain C. E. Clark the Oregon's commanding officer, was ordered to take his ship to Santiago and there join the blockading squadron which was awaiting battle with the Spanish fleet.

With Schley's Squadron

In the mean time the Iowa, the Massachusetts and the Indiana, sister ships of the Oregon, were attached to the North Atlantic fleet and had already arrived off Cuba, the Massachusetts being part of the famous "flying squadron" under command of Commodore Schley.

The Oregon, already famous throughout the world for her glorious and successful voyage to join the American fleet in time for the impending battle, gained greater glory in the action off Santiago de Cuba Sunday, July 3, 1898, when Spanish sea power was forever humbled and the liberation of the Philippines and Cuba assured. In that now historic sea fight the Oregon ran the Vizcaya, pride of the Spanish fleet, ashore after riddling the craft with hits from her 8 and 13 inch guns, and then engaged in a running fight with the Colon, which surrendered after having been cut off from the open sea by the Oregon and forced to head for the beach. A shot at the Colon from one of the Oregon's 13-inch guns was the last shot fired during the battle.

Both the Indiana and the Iowa participated in the battle at Santiago, the Massachusetts having gone to Guantanamo to coal on the day of the engagement. The crew of the Massachusetts, much disappointed at having missed the fight, gained revenge the next night, when that vessel and the old battleship Texas engaged and sank the Spanish cruiser Reina Mercedes as that vessel attempted to escape from the harbor at Santiago.

Texas First To Go

The Massachusetts was the flagship of the naval vessels in charge of convoying American troops from Cuba to Porto Rico for the Porto Rican campaign. A few years ago the Texas, later renamed the San Marcos, was used as a target for later battleships at Tangier Sound, in Chesapeake Bay.

After the Spanish-American war the Oregon returned to the west coast, where the glorious old ship, then in the height of her fame, was received with tremendous demonstrations. She remained there on duty with the Pacific fleet until a decade ago. Her usefulness gone, she was placed in reserve commission.

The Iowa, Massachusetts and Indiana participated in the homecoming of the victorious Atlantic fleet after the Spanish-American war and remained on duty in home waters for many years. After the Oregon had been placed in reserve the three sister ships were for several years used as training vessels and conveyed the midshipmen from the Naval Academy abroad each summer for a practice cruise. Finally they, too, were moored to the docks in navy yards, apparently to rust away.

In the meantime, a later class of ships had been launched to add to the might of American naval power. The Kearsarge, Kentucky, Illinois, Wisconsin, Maine, Missouri and Ohio, launched between 1898 and 1901; formed the nucleus of the new "steel" navy that was winning the United States an assured place among the great naval powers. These ships, then unsurpassed in the world, carried the American flag into the ports of the world for many years, and in 1907, when the mighty United States fleet left New York for the historic cruise around the world to demonstrate in all lands the might and power of the American navy, they held their places with their more modern sisters throughout that memorable voyage. Greeted with remarkable demonstrations in South America, the west coast of the United States, Australia, New Zealand, the islands of the Pacific, Far Eastern ports and points in the Mediterranean, the great fleet completed the most comprehensive cruise ever undertaken by so large a body of ships of war.

Forced Into Background

On the return of the fleet to this country the older ships were forced into the background by the "new" navy, and were sent to the back channels of the navy yards to join the Oregon, the Iowa, the Massachusetts and the Indiana.

The entrance of the United States into the world war brought a demand for every ton of sea power the United States could command, and again the old navy was called upon to defend the flag. All of the twelve old vessels were outfitted, modern fire control appliances were installed, new coats of "war paint" were applied to their timescarred sides and they were called out to join the fleet.

The Oregon saw service on the west coast throughout the war as a coast defense vessel and training ship for enlisted personnel. The Massachusetts, the Iowa and the Indiana were used for a time as station ships at Newport, R. I.; Norfolk, Va., and New York, respectively, and later were ordered south to join the main fighting force, which already included the Kearsarge, the Kentucky and are other vessels of ancient fame. For the remainder of the war the historic old ships took part in the operations of the Atlantic fleet along the coast and rendered valuable service as training ships.

Glorious History Ends

After the armistice the Iowa, the Massachusetts and the Indiana were sent to the navy yard at Philadelphia, where their colors were hauled down for the last time and they were consigned to the graveyard of ships. The Oregon suffered a similar fate on the Pacific Coast. The other ships of the old navy remained temporarily on duty, most of them for use as troop transports, but they, too, will soon be relegated to the scrap heap.

The Oregon has been offered to the State of Oregon for such use as the state may see fit to make of it as a training ship and naval historical museum, the only condition being that the commonwealth keep the old sea fighter in good condition, as befits a timehonored pensioner. The Iowa, Massachusetts and Indiana will probably be broken up in order that the valuable metal contained in them, particularly cooper and brass, may be utilised in the construction of more modern vessels. Several of the other old ships will be used for targets and the rest junked.

Three other vessels, famous forever in American naval annals: the Olympia, Admiral Dewey's flagship at Manila Bay; the New York, Rear Admiral Sampsons' flagship, and the Brooklyn, Rear Admiral Schley's flagship, also saw service during the World War and are still on active duty in various parts of the world. It is probable that in a very few years all of these historic ships will be placed out of commission for good. They will never, however, be scrapped, in the opinion of naval officers.

Famous British Artist Painting Portrait Of President Wilson

Sir William Orpen

Sir William Orpen, famous British artist, at work on a portrait of President Wilson. Sir William, one of the most famed portrait artists in the world, has painted practically all the important men connected with the Peace Conference.

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How Many People Maintain Strength

When you are ill and losing weight, failing in strength and growing pale and sallow day by day, it is a sign that you need more blood.

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GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangfoo**, Captain Johannessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Monday, August 11**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Str. **Hwahlee**, 1,151 tons, Captain Lee, will sail for the above-mentioned ports from Hunts Wharf on **Monday, August 11**, about midnight. For Freight or Passage, apply **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenwo**, 3,925, tons, Captain Findeison, will sail for the above-mentioned ports from Hunts Wharf on **Tuesday, August 12**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Tafoo Maru**, Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Tuesday, August 12**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Tuesday, August 12**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, August 13**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Nanyang Maru**, Captain S. Takang, will be despatched from N.Y.K. Mail Wharf on **Wednesday, August 13**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain S. Hosokawa, will be despatched from N.K.K. Pootung Wharf on **Thursday, August 14**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Taiyang**, Capt. C. C. Williams will leave from the French Bund on **Thursday, Aug. 14**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, 2,868 tons, Captain Jackson will sail for the above-mentioned ports from Hunts Wharf on **Thursday, Aug. 14**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, 2,671, tons Captain Smith, will sail for the above-mentioned ports from Hunts Wharf on **Friday, August 15**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Sunday, August 10**, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R., will leave from the French Bund on **Monday, August 11**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund on **Tuesday, August 12**, at —— For Freight or Passage, apply **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Saturday, August 16**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on **August 19**, at —— The steam-launch conveying passengers on board will leave the Custom jetty at —— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **August 20**, at —— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at —— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

For Northern Ports

TSINGTAO.—The China Navigation Co.'s Steamer **Kwangse**, Captain W. McDonald, will leave on **Tuesday, August 12**, at —— For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, August 12**, at 3:00 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Te. No. 401.

TIENTSIN.—The China Navigation Co.'s Steamer **Shansi**, Captain J. E. Evans, will leave on **Friday, August 15**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN.—The China Navigation Co.'s Steamer **Chengtu**, Captain G. H. Peunefather, will leave on **Friday, August 15**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The Chin Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Saturday, August 16**, at 10 a.m. For Freight or Passage apply, to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN & DAIREN.—The Steamer **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **August 22**, at —— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at —— For Feright and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234.

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamanoto, will be despatched on **Saturday, August 23.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at —— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy on **August 27.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON, via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES & ANTWERP.—The Steamer **Alaska Maru**, Captain —— will be despatched from the Co.'s No. 9 Buoy sometime in September. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. The Bund. Tel. No. 4234 & 4235.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 10, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Weihaiwei and Chefoo	Koonshing	13.30	..	..	..	..	13.00
Swatow, Hongkong & Canton	Wosang	9.00	..	..	..	..	8.30
Japan Ports	Yamashiro M.	8.30	..	..	..	..	..
Japan & America, via N'saki	do	..	..	..	..	9.00	..
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Dalny	Kobe Maru	9.00	..	..	..	..	8.30
Amoy, Hongkong & Canton	Suiyang	9.00	..	..	..	..	8.30
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tomorrow.							
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Yingchow	22.00	..	..	..	..	22.00
Swatow and Hongkong	do	..	17.00	..	..	..	..
Tuesday, August 12.							
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	do	..	14.00	..	..	..	..
Indo-China	*Meinam						
Hongkong	E. of Japan	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Japan & America	Tshima M.	19.30	..	..	..	..	19.00
Japan & America	Chikugo Maru	19.30	..	..	..	..	19.00
Java Ports	Tjikini	17.00	..	..	..	..	16.30
Wednesday, August 13.							
United Kingdom, via Suez	†Teiresias	..	14.00	..	..	..	..
Friday, August 15.							
Hongkong	Tean	..	17.00	..	..	..	..

*Ordinary mails will close at the French Post Office at 10 a.m., and registered articles at 9:30 a.m.

† Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m.

and money orders 4 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Aug. 9	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Aug. 9	Japan	Shinsei Maru	Jap.	M.S.K.
Aug. 9	Japan	Teiresias	Br.	B. & S.
Aug. 9	Japan	Sakawa Maru	Jap.	
Aug. 9	Japan	Shinyo Maru	Jap.	
Aug. 9	San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug. 9	Dairen	Kobe Maru	Jap.	S. M. R.
Aug. 9	Hongkong	E. of Asia	Br.	C.P.O.S.
Aug. 9	River ports	Kiangfoo	Chi.	C.M.S.N. Co.
Aug. 9	River ports	Hwahlee	Chi.	J.M. & Co.
Aug. 9	River ports	Tachang Maru	Jap.	N. K. K.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	——		Snipe	Br. gun-boat
O D W	——		Nightingale	Br. gun-boat
S N B	June 19		Kinsha	Br. gun-boat
O D W	July 15		Woodlark	Br. gun-boat
P. & O. P. L.	——		Novaki	Jap. destroyer
7 P	July 26		Monocacy	Am. gun-boat
1 C	July 30		Albany	Am. cruiser
2 C	Aug. 6		Scarab	Br. gun-boat

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Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sanning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
*S.S. West Conab	Aug. —	*S.S. West Vaca	Aug. —
S.S. Colombia	Aug. 16	S.S. Venezuela	Aug. 23
*S.S. West Vaca	Sept. —	*S.S. West Sequana	Sept. —
S.S. Venezuela	Sept. 13	S.S. Ecuador	Sept. 20

*Cargo only

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo	For San Francisco via Honolulu
S.S. Colusa	S.S. Santa Cruz

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

Departures

Date	For	Ship's Name	Flag	Agents
Aug. 9	River ports	Tuckwo	Br.	J.M. & Co.
Aug. 9	River ports	Hsinfung	Chi.	C.M.S.N. Co.
Aug. 9	River ports	Poyang	Br.	B. & S.
Aug. 9	River ports	Yohyang Maru	Jap.	N. K. K.
Aug. 9		Kienkong	Br.	W. & Co.
Aug. 9	Antung	Kwellin	Br.	B. & S.
Aug. 9	Calcutta	Luceric	Br.	D. & Co.
Aug. 9	Nanking	Tseangtah 2	Br.	C.I.&E.L. Co.
Aug. 9	Hongkong	Monteagle	Br.	C.P.O.S.
Aug. 9	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
Aug. 9	Newchwang	Shawhsing	Chi.	N.S.S.N. Co.
Aug. 9	Japan	Kumano Maru	Jap.	N.Y.K.
Aug. 9	Hongkong	Kashima Maru	Jap.	N. Y. K.
Aug. 9	Wuhu	Kashing	Br.	B. & S.
Aug. 9	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Aug. 9	Hongkong, Canton	Kwanglee	Chi.	C.M.S.N. Co.
Aug. 9			Chi.	S.P.S.N. Co.
Aug. 9	London	Helenus		
Aug. 9	London			
Aug. 9	Chefoo, Tientsin			
Aug. 9	Ningpo			

Sailed from Shanghai

For San Francisco		
Ecuador	July	1
Uncas	July	2
West Sequana	July	2
Stanley Dollar	July	2
Cadaretta	Aug.	6
For Tacoma		
Arabia Maru	July	2
For Seattle		
Javary	July	2
Katori Maru	July	2
West Munham	July	2
For Vancouver		
Empress of Russia	July	1
Bessie Dollar	July	2
Empress of Asia	Aug.	9
For New York		
Euryades	July	2
Muncaster Castle	July	2
For London, etc.		
Andes Maru	June	2

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*ALTAI MARU	18,000	D. Fuchigami,	Aug. 24	Aug. 27
*ALASKA MARU	18,000			Sept. —

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*ARABIA MARU	18,000	H. Yamamoto,	Aug. 22	Aug. 23

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nemoto,	Aug. 18	Aug. 19

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

KOHOKU MARU	5,000	M. Tsubaki,	Aug. 20	Aug. 22

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami.	Aug. 17	Aug. 20

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T.K.K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO

TENYO MARU ..... Oct. 6, 1919
SHINYO MARU ..... Oct. 31

FOR HONGKONG

TENYO MARU ..... Sept. 23, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Launcry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,300 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING" ..... AUGUST 25nd
S.S. "CHINA" ..... SEP. 14th
not call at NAGASAKI

KONG DIRECT
.....AUGUST 11th
.....AUGUST 31st
rding passenger fares, sailings.

SZECHUEN & KIUKIANG ROADS
773

AGILL & Co.
ny Address in Shanghai.
for Shipment by Expert Packers
RWARDING AGENTS,
83, Szechuen Road

SHIPPING

N. Y. K.

NIRPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and England:

	Tons		
INABA MARU	12,500	Capt. U. Tanaka,	Aug. 18
KAMO MARU	16,000	Capt. M. Makamara,	Sept. 1

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KASHIMA MARU	19,000	Capt. M. Machida,	Sept. 1

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Aug. 13
KASUGA MARU	7,000	Capt. T. Sekine,	Aug. 19
YAMASHIRO MARU ..	7,000	Capt. M. Fujio,	Aug. 26

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU ..	4,500	Capt. R. Arakida	Aug. 13
YAWATA MARU	7,000	Capt. H. Nojiri,	Aug. 15
OMI MARU	7,000	Capt. S. Yamamoto,	Aug. 20
KUMANO MARU	9,500	Capt. T. Sasaki,	Aug. 22

FOR JAPAN

IYO MARU	12,500	Capt. K. Asakawa,	Aug. 10

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept. 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Aug. 31

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

AKI MARU	12,500	Capt. F. C. Cope,	August 20
TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.
20.35	8.35		0	dep.	Peking	arr.	19.50
23.45	11.12			arr.	Tientsin-Central	dep.	17.00
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53
24.00	11.25			arr.	Tientsin-East	dep.	16.45
19.35			524	arr.	Mukden	dep.	

Local 8.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central	dep.	16 55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13.06	11.28	15.28
16.40	19.20	18.08	148	dep.	Techow	dep.	10.39	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.06	6.00	8.30
7.	?		220		?				8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	265	dep.	Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Tenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Tenchowfu	arr.	3.39	0.02	12.38
16.30	6.55	3.16	377	dep.	Linchang	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hsuchowfu	dep.	23.36	19.20	6.30
9.	?		420		?				10.
5.40	9.00	4.57	—	dep.	Hsuchowfu	arr.	23.29	19.00	20.50
11.26	18.02	8.38		arr.	Pengpu	dep.	19.53	14.55	16.20
11.51	18.20	8.46	522	dep.	Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Chuchow	dep.	16.48	10.50	8.27
20.08	18.55	13.00	631	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193	arr.	Shanghai-North	dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Diping accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.
Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Takeshima Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The S.M.R. s.s. Kobe Maru arrived in Shanghai from Dairen via Tsingtau yesterday and will leave for Dairen direct this morning at eleven o'clock. The tender with passengers and mails will leave the Customs Jetty an hour earlier.

The B.I.S.N. Co.'s s.s. Itola left Bombay on Sunday afternoon, August 3, and is due at Shanghai on August 25.

The s.s. Gabionz from London and Naples was due at Singapore on Friday and is expected to arrive in Shanghai on Monday, August 18.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.M. s.s. Nanking, from San Francisco, Honolulu and Japan ports, arrived at the China Merchants' Central Wharf yesterday morning and will sail for Hongkong direct tomorrow.

The Blue Funnel s.s. Telamon, from Liverpool, left Singapore for Shanghai direct on Wednesday and is due here on Thursday, August 14.

The French s.s. Meinam arrived in Shanghai from Vladivostok on Friday and will leave for Marseilles on Tuesday.

The C.N. s.s. Tean will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The I.-C. s.s. Walshing will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Sulyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chunking will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow morning and will sail for the same port via Tsingtau on Tuesday at noon. The tender with passengers and mails will leave the Customs Jetty at an hour earlier.

The B. I. s.s. Arratoon Apcar, from Calcutta, will probably leave Hongkong for Shanghai today and may be expected to arrive here on Wednesday.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per P.M. s.s. Columbia .... Aug. 16
For Europe
Per M.M. s.s. Andre Lebon Aug. 22
For United Kingdom
*Per B. and S. s.s. Teiresias Aug. 13
For Japan
Per N.Y.K. s.s. Chikugo M. Aug. 12

MAILS DUE

From U.S. and Canada
Per H.M. s.s. E. of Japan.. Aug. 11
*Parcels only will go by the steamer Teiresias.

Launch Services

TODAY

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 10 a.m.

Tuesday, August 12, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Custom Jetty at 11 a.m.

Monday, August 24, 1919

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Lebon will leave the M.M. Jetty (French Bund) at 9 a.m.

HONMA HOSPITAL
No. 8a Miller Road. Tel. N. 2961
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

TAKE AD

TAKE ADVANTAGE
OF THE
HIGH EXCHANGE
Carry a Gold
Dollar Account
WITH
AMERICAN EXPRESS COMPANY
No. 8 Kiukiang Road

"Kavkas Mercury & Vostochnoe" Ltd.
WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.
Established 1840.
HEAD OFFICE N PETROGRAD

FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Volá, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENT TO AND FROM RUSSIA. Marine and War Insurance risks covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.
Telephone No. 1478. The Bund

BIANCHI'S
is the place for
ICE CREAMS
Tel. 2264.

Business and Official Notices

(Continued from Page 26)

MUNICIPAL NOTIFICATION

No. 2642

[redacted]

Nothing that has not been recently cooked, boiled or otherwise sterilised.

DO NOT CONSUME

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. Milk or cream which has not been boiled or sterilised.
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC., CAN BE STERILISED

so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, August 7, 1919.
7384

Carpets and Rugs
FOR SALE
AT
REASONABLE PRICES
HWA VENG CARPET FACTORY
F94 Bubbling Well Road,
Opposite Race Course.
24226

Dr. E. G. Lobzowsky
DENTIST
Four Years' Practice in New York.
Plate, Crown, Bridgework, Gold and Porcelain Inlay.
No. 3 G. Peking Road

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

Dr. med. F. T. Kiang
Physician and Surgeon
(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

Szechwan Grass Cloth
Just sufficient for your wants. Ideal for the summer months.
We supply it:
ONE PRICE
ONE ROLL
ONE QUALITY
ONE COLOUR
ONE LENGTH
ONE WIDTH.
Price, Prepaid $7.50 per roll.
Postage and Duty Free.
WIDLER AND COMPANY
Chungking, West China

Japanese Bone-setting Treatment
Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:
Fractures.
Dislocations.
Contused wounds.
Incomplete dislocations.
Transmutation of members from injuries.
Disability of motion of joints.
Rheumatism from wounds.
Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.
Apply to:
KUAISHUNDO
No. 42, Chapoo Road

S.S. "ELDRIDGE"
The S/S "Eldridge" is now discharging cargo at the China Merchants Eastern Wharf. Consignees are requested to send in their bills-of-lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risks of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place the 15th of August at 10:00 a.m.
U. S. Shipping Board
Pacific Steamship Company, Agents
The Robert Dollar Company, Agents]
24860

MELVILLE DOLLAR
The S/S "Melville Dollar" is now discharging cargo at the Robert Dollar Company's Pai Lien Ching Wharf. Consignees are requested to send in their bills-of-lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risks of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on August the 15th, at 10:30 a.m.
THE ROBERT DOLLAR CO.
24861

Russian Lady Dentist
Miss. A. Gauhman
20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.
17397

NOTICE TO EXPORTERS
We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.
Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.
Any inquiry will have our immediate attention.
Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.
Telephone: Central Nos. 2385 and 4008.
H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

C. EDDIE & CO.
SHIP CHANDLERS AND STEVEDORES
Coal Merchants, Ships' Compradores and General Storekeepers. All Kinds of Ballast and Dunnage Materials for Sale at Moderate Prices.
Cable Address: — EDDIE & CO.—*A.B.C. Code, 5th Ed., Use*
Telephone, North 639
1132-3 Broadway, Hongkew, Shanghai

Tel., Central 2036
Dr. FRED M. GENSBURGER
Eye-Sight Specialist
Consulting Hours
10 to 12 a.m., 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

Business and Official Notices

L. MOORE & Co.
LIMITED
ESTABLISHED 1874
AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

TUESDAY NEXT, August 12th.—At Salesroom. **Good Household Furniture:** Organ, etc., at 10 a.m.

WEDNESDAY, August 13th.—At Salesroom, 10 a.m. A quantity of Ladies' and Gents' Clothing, Books and Sundries.

WEDNESDAY, August 13th.—In godown at rear, **Sundry Sound and Damaged Cargo** at 2.30 p.m.

THURSDAY, August 14th.—Salesroom, 10 a.m. **Art Silk, ilkette Underclothing, Bed Linen, Hosiery, Ladies' shoes, etc.**

MONDAY, August 18th.—At 17 Route des Soeurs, **Superior Household Furniture and Requisites** belonging to J. H. de Reus, Esq., Consul-General for The Netherlands, at 10 a.m. and 2.30 p.m.

FRIDAY, August 18th.—At 408 Avenue Joffre, **Excellent Household Furniture and Effects.**

SACCHARIN

Heyden's 550 powder, packed in 1-lb tins. From stock. For price apply to Box No. **220,** THE CHINA PRESS.

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

THE NATURAL MILK FOOD
LACTOGEN
FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ¼lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 348 5 Peking Road.

In the United States Court for China

In re Estate of	*Cause No. 811*
HERBERT E. DINNES	*Estate No. 301*
Deceased.	NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before February 10, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) JOSETTE BEEBE DENNIS,
207 North Szechuen Road Ext.,
Shanghai, China.
(Address until September 1, 1919, Lot No. 80, Kuling, China).
24876

The Sparklis Aerated Water Factory, Limited

(in voluntary liquidation)

Notice is hereby given that the Creditors of the above-named Company, which is being wound up voluntarily, are required, on or before Monday, the 25th day of August, 1919, being the day for that purpose fixed by the undersigned, to send their names and addresses and the particulars of their debts or claims, to the undersigned at the offices of Messrs. Seth Mancell & Co., Public Accountants, 38 Kiangse Road, Shanghai, China, and if so required by notice in writing, are to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

S. A. SETH,
A. H. MANCELL,
Liquidators.
Shanghai, 10th July, 1919.
24705

Amusement Advertising will be found on Page 21

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24a Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.
24754

WHARFAGE & STORAGE RATES

On and after September 1st an increase of 15% on the existing Wharfage, Landing, and Storage rates will be charged, excepting for those goods for which Landing Accounts have been issued.

All rebates hitherto allowed will be withdrawn after August 31st, excepting on existing contracts made in writing and still in force at that date.

At the Pootung Wharves a rebate of 7½% will be granted on the Receiving, Storing, and Delivery charges.

Revised tariffs for Wharfage, Landing, and the Storage charges are being drawn up, and will be published in early November, the new tariffs coming into force as from January 1st, 1920.

Changkahpang Wharves. The Mitsubishi Co.
China Merchants' Wharves.
Holt's Wharf.
Kaiyosha's Pootung Wharf.
Nippon Yusen Kaisha's Wharves.
Osaka Shosen Kaisha's Wharves.
Robert Dollar Co.'s Wharf.
Shanghai & Hongkew Wharf Co.'s Wharves.
24814

Customs Notification
No. 923.

In connection with the coming into force of the New Revised Import Tariff, it will greatly facilitate the work of this office if applicants will kindly note on Import Applications the numbers under which the imported goods are classified in the above mentioned Tariff.

Unenumerated goods should be described as "No. 598."

L. A. LYALL,
Commissioner of Customs.
CUSTOMS HOUSE,
Shanghai, 8th August, 1919.
24871

Dr. James Yuking's
Office for Venereal Diseases is now removed to 73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

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The simplicity of the Sundstrand Adding Machine makes it possible to put your newest office help on your most important figuring. The self-checking device shows an error at once. The Sundstrand is easily the best Adding-Listing Machine on the Market.

Phone Central 4778 THE OFFICE APPLIANCE Co Phone Central 4778
22 Nanking Road, Shanghai

The Stewart
SPEEDOMETER
is the choice of all motorists who want a speedometer that they can be sure is accurate and dependable
Distributors and Service Station for China of Stewart Products
The Shanghai Horse Bazaar & Motor Co., Ltd.

Chow Sze Kong
The Second-Hand BOOK STORE
CLEARANCE SALE
at very low prices from July 25th to August 25th.
111 Szechuen Road
24638

CODES
Few Copies of Each
JUST ARRIVED

A.B.C. 5th Edition	$21.00
A.B.C. 5th Ed. Improved	28.00
Western Union, Universal Ed.	26.00
Lieber's 5 Letter	22.00
Broomhall's	38.00
Scott's 10th Edition	40.00

Apply to Box 219, THE CHINA PRESS
24870

OFFICES, ETC., TO LET

OFFICES to let, reutal from Tls. 20. Apply to Frederick Ezra & Co., Central Building, 18 Nanking Road.
24862 A. 10

OFFICES to let; three large rooms, at No. 6 Foochow Road 1st floor; two large rooms, No. 51 Szechuen Road, second floor. Apply J. T. Hammond, 51 Szechuen Road.
24809

EDUCATIONAL

A lady desirous of opening a private kindergarten school in the vicinity of Wayside Park, would like a few pupils for the morning. Apply to Box 217, THE CHINA PRESS.
24854 A. 12.

HOUSES TO LET

TO LET, 6 Wayside Road, excellent six-roomed corner house, near trams. Rent Tls. 60. Apply premises or J. T. Hammond, 51 Szechuen Road.
24746

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.
24749

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.
24750

Business and Official Notices are Continued on Page 25

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET

From July 18th, one large front room, with verandah and bathroom, facing the Park, very cool in summer; and also one small room. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO LET, with board, large comfortable newly furnished front room, with open verandah and private bathroom attached. Facing south. All modern comforts, telephone, garage, stabling and tennis. Apply to Box 463, THE CHINA PRESS.

Oriental House
31 Boone Road.
One front large room, facing Garden, Hot water with bath attached; also a small room, with bath attached; moderate prices. Table under the personal supervision of the American proprietress.
Téléphone North 1102. 24865

TO LET, at 26-27 Chaoufoong Road, comfortable, airy, well-furnished, large and small rooms, also commodation for table boarders, at moderate charges. Kitchen under supervision. For terms apply on premises.
24881 A. 13

TO LET, furnished room, bathroom, no board, from August 15th, to bachelor only. 9 Ezra Road top flat.
24872 A. 10

TO LET, nicely furnished rooms, every convenience. Apply 36 Quinsan Road.
24850 A. 10

TO LET, very nice furnished room with bathroom attached, without board. Suitable for two bachelors. Apply to 34 Markham Road.
24821

TO LET, single room, well-furnished, with board, to suit bachelors. Moderate terms. Apply 6 Quinsan Gardens.
24869 A. 10.

COUPLE can get nice room and board with American family, very desirable location, French-town, no other boarders. Apply to Box 215, THE CHINA PRESS.
24835 A. 10

ROOMS to let, furnished Flat overlooking Bund, housekeeping accommodation occupied by one bachelor; will share with another bachelor willing to pay for first-class service. Apply to Box 186, THE CHINA PRESS.
24810

SITUATION WANTED

AMERICAN-born Chinese (26) seeks employment as travelling salesman, interpreter, accountant, shipping clerk, or general office assistant. Apply to Box 222, THE CHINA PRESS.
24875 A. 12

ENGLISHMAN, seeks situation as godownkeeper, storekeeper or overseer; six years China experience. Speaks Shanghai dialect fluently. Please apply to Box 210, THE CHINA PRESS.
24859 A. 10

TYPING: Expert steno-typist will undertake typing on own machine. Moderate charges. Apply to Box 187, THE CHINA PRESS.
24812

WELL-educated Chinese young man seeks employment in any line as translator or secretary, having many years of experience in translation work and general office routine. Apply to Box 190, THE CHINA PRESS.
24815 A.10

HOUSES WANTED

WANTED, a two-roomed flat, bath and kitchen attached, rent not to exceed Tls. 40 per month. Quinsan Gardens or French town preferred. Apply to Box 223, THE CHINA PRESS.
24878 A. 13

WANTED to rent, furnished house, good neighborhood. Apply to Box 211, THE CHINA PRESS
24851 A. 10

FURNISHED HOUSE or flat, four or five rooms, for six months or so from November first. No children. Max J. Cavanagh, International Banking Corporation.
24847 A.12.

WANTED, house (furnished or unfurnished) in French Concession or western district. Rent Taels 50 to 90. Apply to Box 197, THE CHINA PRESS.
24824 A.10.

WANTED, flat of 4 to 5 rooms in the central district, unfurnished preferred, willing to take over furnished flat at valuation. Apply to Box 198, THE CHINA PRESS.
24824 A.10.

WANTED, furnished house, five or six rooms, three months, October 1st to January 1st. Western district or French Concession. A. B. Richardson, Mustard & Company.
24830 A 10

GODOWNS WANTED

WANTED to rent, small godown, in central district, for storage of paint in metal containers. Occupation September 1st. Apply to Box 216, THE CHINA PRESS.
24853 A. 14

MATRIMONY

EURASIAN girl (20), attractive, pleasant disposition, wishes to meet foreign gentleman (35-50) with view to matrimony. Apply, in confidence, to Box 214, THE CHINA PRESS.
24867 A. 10.

SITUATION VACANT

WANTED, a certificated English teacher. Apply to Box 196, THE CHINA PRESS.
24823 A.12

Exchange and Mart

FOR SALE, motor car, Tls. 1000: One Brazier, four-cylinder, Landaulette, in good running order, complete with stepney wheel and spare tyre and all accessories. For trial, apply Mr. F. W. Schlobohm, Central Garage.
24879 A. 13

WANTED, A. B. C. 5th Edition Code. Must be in good condition and cheap. Apply to Box 221, THE CHINA PRESS.
24874 A. 12

INDIAN light-twin motor-cycle for sale, latest model, in beautiful running condition. Used only six weeks. Owner leaving Shanghai. If necessary, will accept instalment payments from responsible party. Please apply to Box 213, THE CHINA PRESS.
24853 A. 10

FOR SALE, new 1919 large twin Indian motor-cycle and side-car, electrically equipped. Owner leaving shortly for America. Will accept any reasonable offer. Apply to Box 212, THE CHINA PRESS.
24852 A. 11

FOR SALE, ten fully paid up $10.00 shares Shanghai Co-operative Society Ltd. Any reasonable offer accepted. Apply to Box 184, THE CHINA PRESS.
24856

SAFETY Razor Blades Sharpened. Old blades made as good as new. 50 cents a dozen single blades; 70 cents, double Y.M.C.A. Barber Shop, 120 Szechuen Road.
24784

To conform with U. S. Postal regulations all advertisements of Wines, Spirits and Liquors have been removed.

Why Men Have Better Taste in Dress than Women

Prof. Shaw, N. Y. U., Explains Why Women's Attire Is Impressive but Meaningless, Is Striking but Has No Significance and Violates the Primary Law of Aesthetics

By Charles Gray Shaw, Ph. D.,
Professor of Philosophy, New York University.

WOULD a man take his own life simply because some girl had criticised his clothes? Are there cases of sartorial suicide? In literature there is at least one record of this. It is in Gorky's play, "Children of the Sun," wherein the hero hangs himself with the necktie which his sweetheart had ridiculed.

Of course, this was in Russia, where people do many strange things, but there is a plausibility about the tale which leads one to feel that the drama of haberdashery was properly motivated. At any rate, men are touchy about their appearance; they dread ridicule worse than they fear being detected in crime.

It is commonly supposed that it is the female of the species which is scrupulous about aesthetic appearances, but all signs point to the fact that the demurely clad, commonplace male is the one who has an eye to correctness of attire. Women are obviously indifferent to the impression they make upon the optical world; and if there be justness in the definition of woman as a rag, a bone and a hank of hair, it is plain also that she will wear any kind of rag, provided, of course, that a sufficient number of her sisters will don the same bit of artistic outrage. With man, this is not the case; man's motto is, "Love me, love my togs."

Try this theme in the form of a story. Let it be the new Krautzer Sonata with clothes as the leading motive. Such an impromptu tale might run as follows: The sonata, trio, eternal triangle begins in the usual way with the conventional overture.

In the course of time, since love and murder will out, the duped husband becomes disenchanted, but the time for revenge is not yet ripe. The plot moves along a troubled stream, but does not inundate the stage. Being devoted to his bride, as was the husband of Anna Karenina, the husband tolerates the triangle, although not without appropriate anguish.

One evening the artless, irresponsible wife chances to make the most casual of comments anent the rival's coat, which was a good fit, a much better one than the husband's back can boast. Then the climax comes. He who can endure being supplanted by a stronger one cannot endure the clothes contrast, whereupon he promptly murders his beautiful wife, who had simply criticised his clothes. Such a story is true—true to life, however unusual it may sound.

What is the solution of the riddle? Is it a fact that men have better taste than woman? If so, can this freakish phenomenon be explained?

Viewed outwardly, the toilet of woman is far more impressive than any kind of male attire; it is sumptuous, superb and seems to indicate more highly developed taste. Viewed inwardly, the reverse is the case; woman's wear has not meaning, woman has no clothes-consciousness, no clothes-complex.

Woman arrays herself unconsciously as the almond tree puts forth buds; she clothes herself like the lily of the field, although not always with the same artistic results. Woman's garb is put on from the outside for the sake of immediate impression, just as the impressionist's colors are laid upon the canvas in defiance of definite meaning. The result is striking, but not significant, as was the case with the Hanging Gardens of Babylon. That which is wanting is meaning, consistency, ultimate effect.

In man's case the adherence to staple styles which have proved the tailor's point is equalled only by the Ethiopian's unchangeable skin, the leopard's faithful spots. If man ever blossoms forth in a new style, it is as though the century plant were at last in bloom.

Nothing can be more convincing of masculine taste and touchiness than man's adherence to styles and seasons. No migratory bird, no farmer is more careful in watching the calendar. Woe unto him who dons the straw hat before the day has arrived!

It is only because the war has upset all calculations and destroyed all norms that men have begun to be strawed by the Ides of May. No matter whether baldness is coming on apace or not, the relentless derby is put off as reluctantly as the Kaiser removing his crown. Furthermore, the shade of the hat is a matter of vast import in the male mind; black is preferred, and if one wear a "brown derby" there is the suggestion that the color of his brain is not that of gray matter.

In the same adherence to orthodoxy, the sensitive male watches the hours and punches the clock while he dresses. To appear in evening dress before the sacred hour of six has chimed is worse than to be caught in some crime. Then a man will admit bad habits, bankruptcy, sin, before he will confess that he does not own a dress suit.

Man's clothes are his creed, the tailor is his priest and father-confessor. Woman has no such clothes-conscience; she will appear in decollete at breakfast in a restaurant.

Some reason for man's sartorial superstition may be found in zoology; if the menagerie fails, human ancestry will have to supply the rest of the information.

Among animals generally it is commonly observed that the males of the species are more highly adorned, more fully equipped than the females. The lion's mane, peacock's tail and rooster's comb are obvious examples of the way in which nature as tailor and barber has taken care to fit the species for life and insure its propagation. Long before Eve thought of extemporizing simple garments for Adam and herself, nature had begun to dress the male for the active part he was to play.

To this hint from the zoological garden one may add the historical note to the effect that man's clothes rejoice in ancestral meaning which survives, as in the case of the buttons on the back of frock and cutaway, which convey reminiscences of the swordbelt they used to support. Man cannot forget that his ancestor wore armor, so that she who criticises his clothes strikes at the heart of the civilization which male hands have reared.

The lure of the uniform, even though it be the bilious khaki, is so ancestral that the maid who accompanies the soldier is only imitating the fair Briseis who was charmed by Achilles. It is the psychology of the coat that counts; as the lion must have respect for his mane, so the man demands deference toward his dress.

Is it true that men are more beautiful than women? Among mortals, Schopenhauer seems to have been the only one to have drawn such an anatomical, aesthetical conclusion, but he was a German, and a pessimist to boot.

But if the question be whether men have better taste than women, one may say "Yes," and feel that he is neither pessimist nor woman-hater. Women do not exercise good taste in dressing, because they have no sense of humor and are not conscious of the ridiculous.

Skirts alone can prove this point. The hoop of ancient memory was irrational in an age which knew nothing about aerial navigation. The hobble of the present passing hour is only another attempt to show that women are eternally "different." In neither case is there discernible meaning or trace of natural evolution.

Just now woman's attire seems to suggest a reversion to type, an Asiaticism, an animalism, an attempt to imitate plant-life where there is no need of locomotion. Woman has emancipated her mind, but not her body; the ballot, which man gave her, is still centuries in advance of the suffrage style of dress which she is to give herself.

Women dress in open violation of the primary law of aesthetics—that beauty should please the senses without interesting them; that it should engage the brain without creating desire. True beauty is tranquillizing; a thing of beauty is a joy forever. Say not that such aesthetics is only anaesthetics; that which is to be esteemed fair is rightly supposed to impart a timeless, unearthly pleasure to the contemplating mind.

Homer knew of this when he made the beauty of Helen impart but a languid satisfaction to the elders of the State. Hamlet felt it when he wondered at the actor's ideal interest in some dead woman of antiquity. "What's Hecuba to him or he to Hecuba?" Every man with the Homeric and Shakespearean within him desires to feel in beauty a type of pleasure which shall come lightly freighted with the desires and strivings of sensuous life in its burdensomeness and bathos.

Is woman's tailoring tranquillizing? Does it brew dreams of all that is splendid in the sex, of Womanhood Eternal? From the animated fashion-plates which stalk about as so many paper dolls one must conclude that woman is bent upon creating an impression earthly and transitory. Until woman changes the rag she will remain the bone and hank of hair.

The superior taste of men in their tailoring appears none the less in the movements permitted by the two styles of dress which the opposite sexes choose. Man dresses for action; he will stand up, sit down and move about as the "elan vital" moves him.

In the pathetic case of woman's clothes the prevailing style is such as to prohibit that which is the equal of beauty, if not its superior—grace. This dynamical factor in beauty is crippled, hobbled, forbidden by a style of dress which abhors action as nature a vacuum. To observe a woman cross even one of our least-dangerous streets is to be convinced that feminine attire shackling at skirt and shoe was not meant for anything calisthenic or delsartean. This is especially provoking, since the dramatic instinct of woman leads her to dress as though all the street were a stage, but with perfect stage make-up the would-be actress has no power to act.

Then the whole costume is unpractical, and makes the fair wearer of the silk appear as fine but as ill at ease as a flying fish temporarily out of his habitat. In contrast with such Chinese attire, the dress of man is tasteful, in that it reveals good sense and permits appropriate functioning; the man in prosaic two-piece or three-piece can do what he is supposed to do as practical actor in the world. Just this is lacking in modern skirts, and it is in vain that Venus loans her girdle to Juno if Juno does not know how to wear it.

The garb of man proves the point; that of woman defeats itself. Clothes should speak, but not loudly. They were meant to do more than cover the body; they are supposed to reveal the wearer's idea of the world, his or her place in life.

To show that there is art in dressing a woman need not emulate the example of the Greenwich Village girl and paint her stockings on her ankles in such a way as to suit [illegible] and her purse; she may let her garment add its native eloquence to her personality, let it sing without words.

Just now woman dresses with the idea that she is hat—or cloak—model who dons the goods for the goods' sake, not for her own. Woman has thus become a walking advertisement, a sort of sandwich woman, for a tailoring establishment. Such self-abnegation is uncalled for in a day of feminist rights, and the right to dress properly is as precious as the right to vote.

In the days of primitive people, there was little sex-distinction in the dress donned here by a bony frame, there by a softer body. With the progress of civilization, the distinction which nature had made between the sexes was recognized in the costumes which men and women made for themselves in order to show that they had advanced beyond the simpler times, when man and woman made tunics of fig-leaves. It is possible for male and female attire to lose much of its meaning, and thus produce the appearance of a third sex, a Bolshevist creature of the future. As with clothes, so with the coiffure; under the influence of art and politics, men tend to assume long locks, while the same politico-aesthetical forces so bring out the masculine in the woman that she bobs her hair. With radicals of both sexes, there is a desire to appear as though the distinction were null and void. Flowing ties are wrapped about necks tough and bearded as well as upon throats soft and silken. Upon feet that are either horny or delicate, there are seen the sandals of those who feel they are marching toward Utopia.

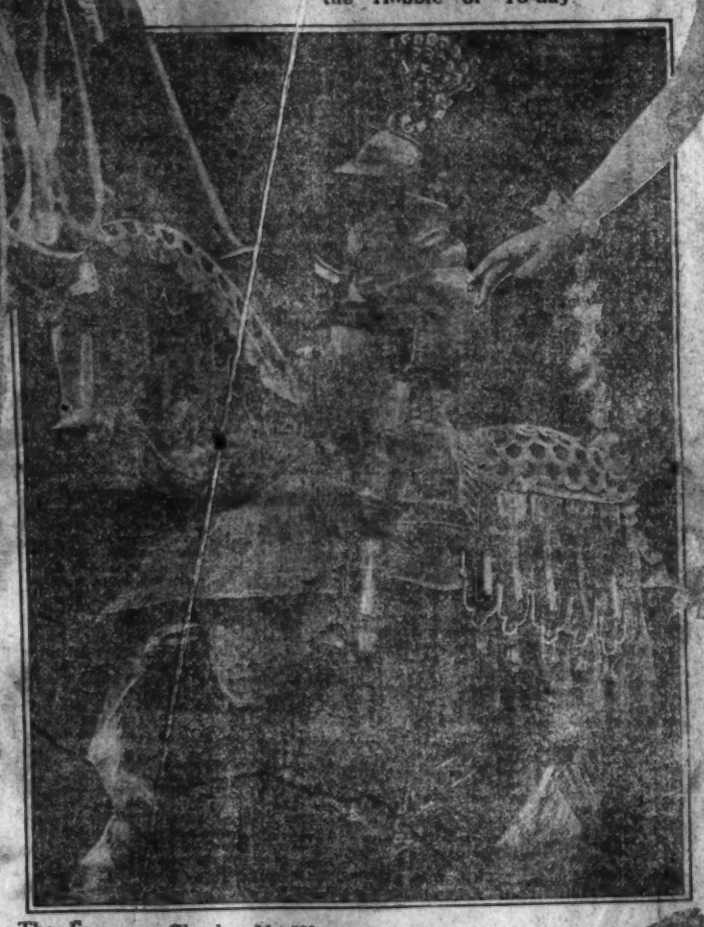
Dress has its own pathology, but this appears almost wholly in the male. A man of the feminine type will sometimes lay aside coat and trousers for waist and skirt, and bearded though he may be, parade in triumph before the mirror. In the parallel case of the girl who desires to appear mannish, there has been a gentleman's agreement not to regard her as demented, but to accept her garb as a flaring sign of times which heaps and bounds have advanced far beyond the old conventionalities. Is it not conceivable that our grandchildren will know the creations of ladies' tailor and the joys of the shopper only as these are preserved in museums along with the armor which forgotten knights used to wear? Those who come after us will see little difference between the nineteenth century modes and the suffocating ruffs of Elizabethan days, but they will have the opportunity of observing how women dressed before man gave them the ballot.

It was by act of Congress that the late Dr. Mary Walker was permitted to dress as a man. The Congress which tries to legislate that woman shall dress as a woman will have on its hands a worse tangle than that which confronted those sages who months ago sat down and tried to clothe Europe in its right mind.

100 Years of Skirts.

Women's Skirts Alone Prove, According to Prof. Shaw, That Women Do Not Exercise Good Taste in Dress—That They Have No Sense of Humor and Are Not Conscious of the Ridiculous. The Hoop of Ancient Memory Was No More Irrational Than the the Hobble of To-day

Women will wear any kind of shapeless thing provided a sufficient number of her sisters will don the same.



The Emperor Charles V. Wearing a Suit of the Armor from Which Man's Present Clothing Has Developed by a Course of Natural Evolution Such as Woman's Dress Has Never Known

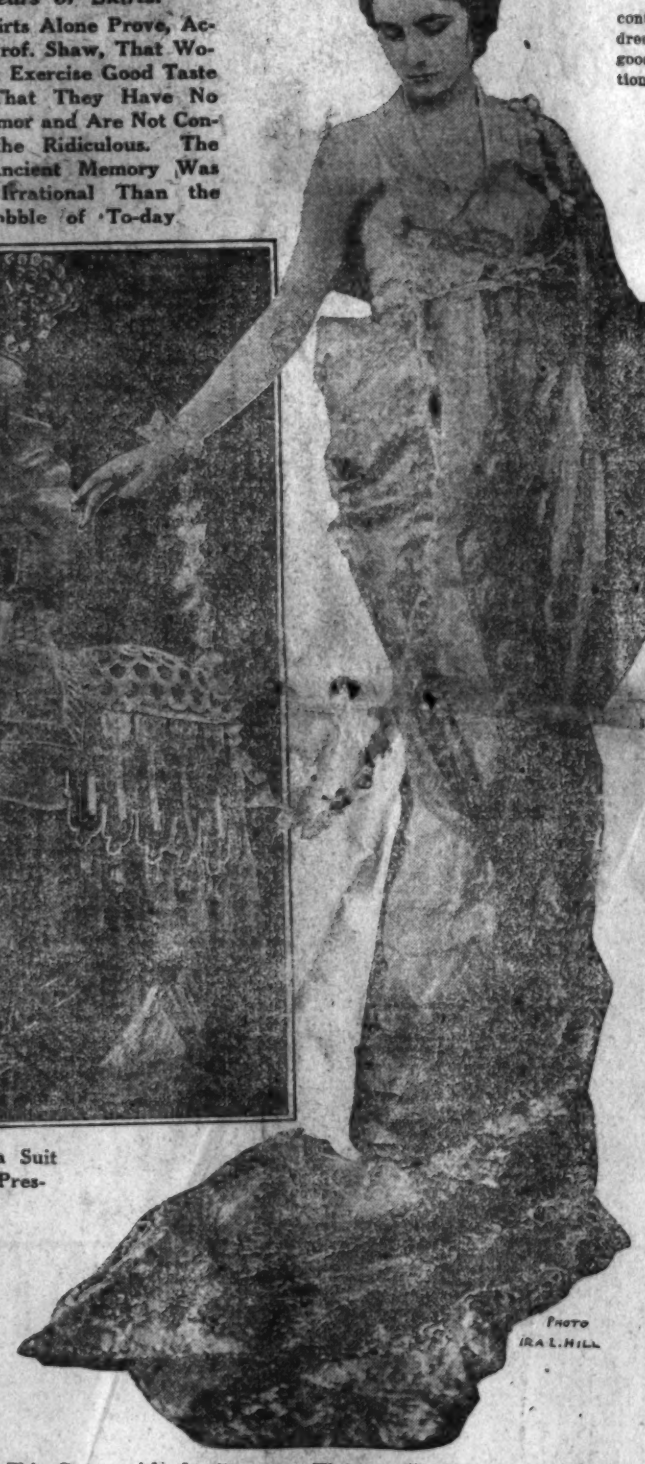


PHOTO IRA L. HILL

This Gown with the Startling Tightness of Drapery Below the Knees Is a Good Illustration of What Prof. Shaw Terms a "Reversion to Type, an Asiaticism, an Animalism, an Attempt to Imitate Plant Life Where There Is No Need of Locomotion."

Simple Summer Evening Gowns By Lady Duff-Gordon

This Gown of Black Taffeta Is One of the Smartest Models.

A Robe of the Lightest Weight Satin Combined With Chiffon.

(All Lady Duff-Gordon Models.)

This Creation of Crepe Over Silk Has a Classic Grace.

LADY DUFF-GORDON, the famous "Lucile" of of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

FOR Winter, elaboration and magnificence; for Summer, simplicity. I show you to-day a trio of examples of simple Summer evening gowns.

The inspiration for the most elegant of the three is the story of Narcissus. Looking into a pool he discovered his image in the water and was enamored of it. The attitude of the figure and the cool clarity of the materials employed in it deepen the illusion. The robe is of the lighest weight satin combined with chiffon. The skirt is reasonably full. The drapery is irregular, but artistically arranged. The side drapery, ending in points, is one of the fads of the moment. The girdle is higher than the normal waist line, and ends in a large, soft, crush bow. The bodice is of chiffon; the sleeves ending above the elbow and finished by a band of the satin. The smart floral garniture appears at the side of the front of the bodice.

The robe of crepe has a classic grace. Over a slip of silk is draped irregularly crepe of the same hue. The girdle of several folds of ribbon is finished by two long ends and a cluster of flowers.

Black taffeta is the building material of the third gown. The exceedingly wide collar, apparently imparting the effect of slipping off the shoulders; the long, gathered sleeves, the short train and the coat-like tunic, voluminously gathered at the waist and about the hips, combine in a dashing ensemble.

Summer Fashions Of British Women

All sorts of reports have gone to America since the war ended—all about what women were and were not wearing, which makes it doubly interesting to be right on the spot seeing what is happening in this femininely vital direction.

A first day among Englishwomen gives the impression that they are quite as gay and as gayly dressed as their American sisters across the ocean, whatever the fine points of difference in their attire may be. There is no feeling of poverty and distress and made-over clothes. The conclusion naturally is that, if the Englishwomen have been clever enough to help win the war, they have shown a double ingenuity in keeping themselves attractively gowned at the same time.

There was a time when reports received in America from abroad seemed to indicate that women from henceforth forevermore would be garbed in uniforms. It sounded ominous enough, but when one actually sees the uniforms and how really smart they are—from the highest to the lowest—the predicted possibility does not seem so hideous. Because the women in England have been at this business of wearing uniforms for a far longer period of time than have the American women, they do the thing with more grace and feeling of being at home in their uniform fixings. The consequence is that they bring all of their feminine education at being attractive to bear upon the newly acquired regalia.

Even the little elevator girls in their Summer uniforms of blue or gray heavy cotton material have a distinct charm about them. These are made mostly in smock style, they are properly short and properly long, they have becomingcollars closed at becoming angles, with no attempt at low or pointed necks. And the caps—they are the sweetest of all. They are gathered into a band that fits the head or into a visor band as the case may be, from which point of contact they fly off in a bit of a spirit of abandon, almost always ending by fitting the shape of the head. The more pretentiously tailored uniforms are just as attractive and just as much ahead of their American cousins as anything that is tailored in England usually is. They are altogether smart and make any gathering the more interesting for their being.

Just now the London season is in full swing. There are the races revived for the first time since the war. They are wonderful as far as the clothes are concerned, for every one is looking the happiest. Clothes are doing their best to show the revived cheerful feeling of the country. Then there is the opera; also the Russian Ballet, dancing to crowded and extremely well dressed houses. The restaurants at lunch, at tea, and at dinner are filled to overflowing, so much so that the possibilities of a meal are slim unless the table has been engaged in advance.

The June days are what the English insist upon calling hot, though they know nothing of the wilting collar and the heat-spent spirits of New York. On the streets the women are dressed in quite summery looking clothes, which, through the day, are worn without extra coverings, and toward evening are covered with lightweight wraps. Parasols rather startle an American.

The street hats are, it seems, not nearly so graceful in shape or in line as are those generally worn in America. Most of the Summer ones are of blocked straws or satins stretched over hard and unresisting foundations. The most popular are flared and wide of brim over the face, while they are made short in the back and turn up there, giving the whole shape rather the look of a poke bonnet without being that in any very marked degree. The women love trimmings of feathers. So partial are they to this form of hat ornamentation that they do not seem to be in the least particular about what sort of a feather it shall be. Sometimes it is curled, sometimes it is glycerined, and again it is the regular old-fashioned, tightly curled sort.

Then there are many hats trimmed with roses—big, whopping roses—put on in great bunches. There is nothing of the wreath of graceful garden flowers that we have had in New York this season, and no tendency at all to wear the flat, futurist-looking flowers. Hats of tulle trimmed with feathers are seen everywhere. Often they are large and often quite small, fitting the head and allowing the feathers to do the artistic work in falling around the face.

All of the English street clothes are worn short—short of skirt and short of sleeve. In both cases the custom is much more general than in America, where we have been doomed to long skirts for the past months. A long New York skirt looks decidedly out of placing on a London street. Neither are the English skirts tight to any great degree. They fetich the lead-pencil silhouette, but they do not in any way exaggerate the tightness of the skirt. Once in a while one sees a French girl, and then one realises that the English skirts are not short after all. The French are really going the limit in that direction, having their skirts reach a distance midway between the knee and ankle.

As for the sleeves, they are following close upon the heads of the fashion set by the French, and are worn extremely short—that is, they end four or five inches from the shoulder line and are provided there with some sort of modest trimming—perhaps a long fringe, perhaps a short one, perhaps a row of ribbon quilling, and so on. With them long kid gloves are worn and that is where the English are more fortunate than the women in America. They can buy nice gloves for a good deal less than we can at home even though their prices have soared enormously and terrified them.

In London there are not nearly so many capes and dolman wraps as we have in America. The Englishwomen rather seem to prefer loose, long coats. These are, many of them, very elegant. One is made of black satin, heavy and rich in quality and lined with royal blue panne velvet. On the big, loose wrapping collar the velvet appears as a facing and makes a frame for the face, and that is the only relief from the black except that the sleeves are loose at the wrists, and there the blue appears again shining from the inside.

Most of the dresses both for street and for evening wear are some form or other of the chemise frock. The straight, one-piece effect is the popular one, nearly everything one sees, in fact, being one version or another of that cut of dress. That, really, is one reason why the dresses are short, as a chemise frock, unless it is provided with an underskirt, does not permit itself to be cut long and still to remain graceful in line.

At the opera and at the theaters and restaurants in general one sees a great deal more of evening dress than in America. This may not have been the case during the war—they say it was not—but now it is universally so.

One ancient and quiet English lady was heard to say:

"They tell me—I have not seen them, and I do not wish to—that the backs of the evening dresses are cut clear to the waist."

They are, indeed, but not always. Some of them are quite modest and good looking at the same time.

All of the accoutrements that accompany evening clothes are well thought out. For instance, while artifically waved hair is seldom seen, there is always an attempt to make the hair look lovely by adding some sort of garnishing in the way of a simple or elaborate headdress. Everything from feathers that wave in the air to a simple band of narrow broacaded ribbon is worn over the hair, quite plainly, usually with a fringe waving somewhere about the face.

The feather fan, made of a single long feather with a tortoise shell tip for a handle, is the popular ornament for evening. There will be a gown all of black spangles and a feather fan of this sort in bright green. Another brilliant combination is a simple gown of gray chiffon and a single feather fan of a delicious mauve.

Then there is much lace—lace for evening scarves, lace for trimmings evening gowns, lace for flouncings on a plain straight skirt, lace for the little short sleeves—in fact, lace wherever it can be conscientiously used. And it is often the most lavish lace that seems to tell its own story of having been in the family for countless years, making its appearance now as an after-wartime luxury.

Indeed, ostrich is the trimming of the moment in London. It is used for fringe on skirts, for bands of trimming around blouses, for neck edgings, (and here it is most becoming), and always and forever for hats, be they for evening or daytime wear.

London, for the first time in five years, indulges in the ever-favorite sport of dressing. If she is not striking any decidedly new note after so long a rest, she is not certainly living up to her old-time reputation with a vengeance.

New Note In Fur Coats

Horizontal strips of Hudson seal fur, about three inches in width, in which the grain of the fur runs in alternate directions, are used to build up some of the latest model fur coats being shown in Paris. According to American style experts who have seen them, they strike a new note in fur coats. One particular model, it is said, is being made up for an exposition to be held in England soon. This coat is made on the semi-dolman order, fitting the waist more snugly than the regular dolman style. The collar is made of a nine-inch panel of the fur which not only goes around the neck but falls to the bottom of the coat in front. The ends of this may be fastened in the back underneath the coat. It has been named "Kumsi-Kumsa," meaning "I like this, like that," which aptly describes the alternating tones gained by running the grain of the fur in alternating strips in opposite directions.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

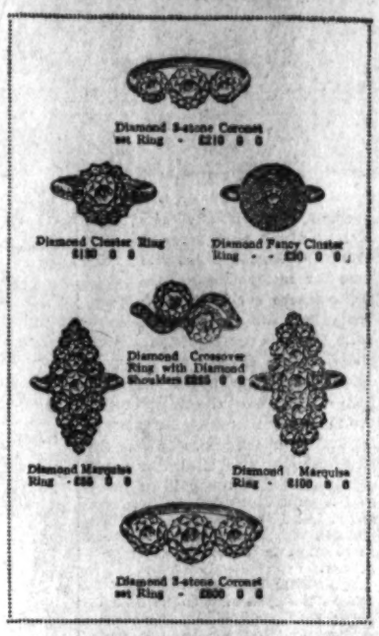
Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed. There was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some coilandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artifical color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.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AUTOMOBILES

SHANGHAI, SUNDAY, AUGUST 10, 1919

Story Of Goodyear's Rise Reads Like Fairy Tale

Interesting Article Tells Of Trials And Troubles Of Original Strawboard Company

The story of the automobile tire, now a part of the daily life of millions of people all over the world, furnished one of the greatest of all industrial romances.

Although originally invented by an Englishman, the modern tire is truly and typically American in its development and chief features. It has brought rubber from a lowly place among the modern industries to the front rank, so that today it stands only a little way behind steel in the industrial affairs of the world.

Only a few years ago the motorist could not start out on a Sunday afternoon's ride with his family without fear and trembling for his tires. The comic papers were filled with tire troubles. Now all this has been changed and the old difficulties are practically eliminated. The motorist of today may forget his tires and give himself the peace of mind necessary to an enjoyable trip. De Palma, the speed ace, drove one set of Goodyear tires at Daytona, Fla., 400 to 500 miles in official tests at speeds exceeding 150 miles an hour, breaking all the world's speed records from one to 20 miles. The tires at the end of the trials showed no sign of wear. This shows what the tires of today will do.

Goodyear Development

A large part of this tire development has been due to the Goodyear Tire and Rubber Company of Akron O., the largest single rubber concern in the world. The name of the Goodyear company has come to be as indelibly associated with the automobile tire as the name of Charles Goodyear is linked with the vulcanization of rubber. The Goodyear company towers among the wonders of American industry.

So amazing has been the company's development—double in three years, fifteenfold in the last decade—that it is difficult to keep pace with its tremendous growth. These factories stand as a symbol for the service and quality of product that has made the company a leader in the rubber industry of the world.

Its rarely paralleled expansion is truly spectacular. From less than 13,000 square feet of floor space to its present area of ninety-five acres, exclusive of its branches; from 100 employes to approximately 30,000 this is the story of twenty years.

Greatest Factory

From an insignificant little enterprise in a strawboard factory bought with borrowed capital to one of the world's largest manufacturing corporations it has rapidly forged ahead.

The mammoth plant which bears the inventor's name, although he had no part in its inauguration, was established in 1898 during the period that bicycle tires and carriage tires were the most prominent rubber product. The growth of the automobile industry to sizable proportions a little later was responsible for the greater expansion of the plant.

The growth of the company has been of a sturdy and enduring kind. Starting with an initial investment of only $12,500, of which only $3,500 was in cash, and that borrowed, the plant is now valued at nearly $30,000,000, with an output in 1918 of $131,000,000.

But no sooner had the new Goodyear company started than it became involved in patent litigation, which greatly handicapped its progress.

Wealth vs. Poverty

The complaining company in this litigation was a million-dollar concern, with plenty of money for carrying on the suit, while the Goodyear Tire and Rubber Company was practically without funds for this purpose. After a long battle, however, the smaller company won its case and in the victory celebration which followed the entire city of Akron participated.

Then came financial troubles and the whole situation appeared hopeless. But again fortune was on the side of the struggling young company and the storm was weathered.

In 1908 the output of the Goodyear Company in value had increased to $2,000,000 from a humble start of less than $500,000 during its first year. The Goodyear Company was the pioneer in the development of many of the types of tires that are now serving to make automobile transportation a success.

Introduced In 1904

Among these, the most conspicuous are the straight-side automobile tire and the pneumatic "cord" tire, both of which were brought out in 1904. Goodyear pneumatic cord tires for motor trucks have taken motor trucks out of the slow speed, heavy duty class and transferred them in the class of high speed transportation agents.

In the manufacture of tires of high quality, only the finest of cotton fabrics can be used, for if a tire is built up of fabrics containing the slightest defect, its deterioration in actual service is bound to originate in the point of defect, however small. The Goodyear Tire and Rubber Company has long had its ideas as to what to expect from cotton fabrics.

Oftentimes they were unable to buy on the open market the kind of fabric that had the tensile strength consistent with the Goodyear ideals of manufacture. So a few years ago they secured their own cotton mills in Goodyear, Conn., and by developing their own processes of tire duck manufacture they were able to construct a fabric or canvas that was stronger than any other tire fabric on the market.

To carry out the idea of perfecting to the greatest possible extent the raw materials that go into their tires, Goodyear later opened up an immense cotton plantation in Arizona, developing a 20,000-acre project in the Salt Lake River valley, on which a long staple cotton has been produced that is better than the long staple cotton of any other part of the world.

The output of the Goodyear factories is now 25,000 tires a day, and it will be 30,000 tires a day before July 15. The company recently developed and announced a new plan of factory management which involves a broad and comprehensive principle of an employes' council of industrial relations in keeping with the modern trend of the times. During the present year the company is looking forward to a business of approximately $175,000,000 gross, with reasonable assurance that this will be accomplished.

Watch The Grease Cups

One of the most common and at the same time most frequently overlooked causes of trouble in automobiles lies in the failure to pay proper attention to cleaning the grease cups. Clogging of the holes in cups with hard bits of grease will prevent any lubrication from getting to important bearings, and unless the trouble is found in time the unlucky motorist may find himself miles from assistance with a badly damaged car on his hands.

"Watch your grease cups," is the slogan suggested by a local garage man.

He says:

"It is generally recognised that today's automobile is an all-year-round vehicle. But whether a car has been stored for the winter or kept in use, it is good practice to have gone over in June and July to put it in shape for the year's work.

"One of the points so small that it is frequently overlooked is the matter of grease cups. After a hard season's work, the passage from the grease cups to the surfaces requiring the lubricant often get clogged up with hardened grease or bits of dirt.

"When this happens the surfaces in question get no lubrication, and consequently wear rapidly. Annoying and persistent squeaks and rattles are the inevitable results. The condition can be frequently recognised by the extrusion of the grease from under the cap of the grease cup when screwing it down. Hard turning of the cap is another indication of a clogged-up passage.

"The safest plan is to take no chances. When the car is being overhauled, all grease cups should be removed, cleansed and thoroughly inspected to see that they are in proper operating condition. After that, a good cleaning of the grease passages with a piece of soft wire will generally insure the effective operation of your grease cups.

"And finally, when you have gone to so much trouble to make the grease cups work properly, don't fail to use them freely and often. Too much lubrication never hurt any automobile. Be liberal with the grease; it will save you money."

THINKS PRICES WILL NOT DECREASE IN NEAR FUTURE

Increased Circulation Lessens Dollar's Buying Power, Say Experts Who Know

"The majority of America's foremost economic writers stand together on the price question. They practically agree that prices have reached a new level and that they will remain on their new plane for some time to come," asserts Mr. S. M. How, general sales manager of the Haynes Automobile Company, Kokomo, Indiana. "But with all these indications to guide the prospective buyer there still appears to be a marked degree of hesitancy when the time to buy is at hand. Probably the real reason that buyers are not fully convinced about the price question is because of lack of authoritative information regarding the present economic situation. The mind of the buying public is being agitated also by the wide discussion of the price matter. However, before any final conclusion is reached it will pay those who are deliberately postponing their purchases in anticipation of reductions, to analyze the fundamentals underlying the cause for the present price level.

"In comparing today's prices pre-war prices are naturally brought to the mind and it is here where the comparison is not justified because economic conditions are entirely different. Before the world conflict there was every reason for the then satisfactory prices, but the war has brought about a definite change in prices as it has in so many other vital things.

"Today the dollar has a new form; a new meaning to the user. Undoubtedly the most significant change in the dollar is its reduced value in that it will not buy as much as it did prior to the war. And the reason is easily and simply explained when the increased bank clearings and many other evidences are considered. The mental picture is complete when we realise the fact that a greater number of dollars are in circulation. Today the circulation of money per capita is far greater than ever before with the result that prices assume new form. When there is a decided plenty of anything then its worth becomes lessened. So rules the law of supply and demand. It is inherently natural to want what is scarce and to pay a higher price for it. Diamonds hold their value because of their scarcity, combined, of course, with their desirable qualities. And so it is with money—with the dollar. The dollar has and always will have its desirable qualities but unlike the diamond, its circulation has increased unabated. This has lessened its purchasing power. With many dollars to trade with, everybody in the business world, virtually speaking, has been more or less directly responsible for the present trend of prices.

"The cost of labor is higher than heretofore. It, therefore, follows that the goods labor manufactures must cost more to produce and sell. Food and clothing prices are also higher because labor costs more and so it goes, one contingent upon the other, until the cycle of the present price level is complete.

"But with the present so-called high prices, there is also an unparalleled area of prosperity in our midst. At no other time in the history of America have conditions been so favorable and have we had so many opportunities at our command. Therefore, why should we procastinate in our buying when all other matters are in our favor?

"Prices will not come down for so long a time that it is almost beyond any one to say just when," concludes Mr. How. "Buy now whatever is essential to your welfare, for the value of an article is dependent always on its actual worth to you when you need it worst. And if your procrastination is due to the belief that prices will soon descend it is well to consider the combined opinions of the many who have diligently analyzed the situation and who agree that prices have reached a new business level where they are bound to remain for an indefinite period."

OILING SPRING LEAVES

The job of lubricating the leaves of an automobile spring is not an easy task, as it is usually carried out with a leaf spreader. By placing two jacks under the frame of a car and lifting the end up, the weight of the vehicle is removed from the springs, so that it is easy to work grease and graphite in among the leaves by means of a hacksaw blade or similar tool.

LEATHER BOOTS

It is very important that regular inspections should be made of the leather coverings or "boots" which protect the universals and other parts. Flying stones or sticks are apt to destroy these boots, permit the lubricant to leak out and give entrance to dust and dirt. Look them over once a month anyway.

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Bad Habit To Get Into Is 'Riding' The Clutch

It Will Make A Slipping Clutch For One Thing And Causes Needless Wear

By H. Clifford Brokaw

Are you a clutch rider? Does your foot continually rest upon the pedal controlling this important part of your car? If so you are unconsciously wasting power and are helping put the clutch into a condition where it will slip permanently. Spend a few minutes studying your clutch, its makeup and the principles on which it works; learn how to keep it in condition, and likewise learn to keep your foot off the pedal when it is not required to be there, and you need never have any trouble from this device.

Now about clutch riding. The man who keeps his foot continuously on the pedal exerts some pressure—however slight and though but the weight of the foot—which has a tendency to release the spring tension and make the clutch slip. Slipping is a waste of power, and there is a friction which wears away the contact surfaces, adding all the while to the slipping propensity. You should not act as though fearing a need to release the clutch all the time. With practice the foot should go automatically to its place.

On some cars clutch riding will invariably burn out the thrust bearing, due to the mechanical construction. There are some other cars, however, where a careful driver may safely rest his foot on the pedal, if pressure sufficient to release the clutch is not exerted.

Clutches are of two general types, the cone and the multiple disk, the latter being either dry or running in oil bath, commonly called wet, and this kind will not go dry on July 1 if you care anything about the power of your car. The cone clutch usually is built into the flywheel, the inside of the rim forming one of the friction surfaces. Very often the wet disk clutch is integral with the crank case and its oil bath is a part of the general oil supply carried therein.

What The Clutch Does

The purpose of the clutch is to connect and disconnect the engine and the rear (drive) wheels, so that the engine may continue running without driving the car, and to relieve the load from the transmission gears when they are shifted to the various positions and speeds. If the load were not taken off the excessive strain shifting it would be impossible to make the shift in many cases, and if the shift were by chance affected there would be excessive strain put on the gears, and very likely teeth would be broken off.

When the load is off the gears at the time of the shift the teeth engage before the load is applied. If it were not so the full load would be on the instant the gear teeth touched. Gears are made to stand severe knocks and strains, but teeth break with the best of care, and shifting under load would leave few corners on the teeth.

All the clutches in use, except perhaps the magnetic, are of the friction variety; that is, the power is transmitted by the friction of the parts, which are held together with a spring. And all provide for the load to be picked up gradually. If the clutch were positive in action, by the engagement of lugs or otherwise, the car speed at once would be that of the engine, and it would start off with a jerk, with all its discomfort and strain; it would be the same as though there were no clutch intervening. And the clutch must be kept in shape to allow this gradual engagement. In a leather faced cone clutch, when the leather becomes hard the engagement is sudden, you have a gripping clutch and a jerky action. To prevent and remedy this the leather must be made soft by applying neat's-foot oil or castor oil.

When There's Too Much Oil

On the other hand, too much oil will make the clutch slip, with the resultant loss of power. Sometimes oil will ooze in from the engine or transmission gear case and make the leather greasy. On the road the best thing to do is to shake in some French chalk, talc or fuller's earth to absorb the excess oil and dry the surface. Use it sparingly. In the garage it is better to wipe off the surface with kerosene; gasoline dries the leather too much.

The plates of the dry multiple disk clutch usually are faced with asbestos. Ordinarily there is an opening in the bottom of the clutch housing to permit any oil which works in from engine or transmission to drain off instead of greasing the plates and facings. It is very important to keep these free from oil, for that will make the clutch slip and if it be allowed to remain too long may become sticky and prevent easy release of the plates. If they begin to slip and are found free from oil, it may be possible to overcome it by increasing the spring tension; usually it indicates that the facings are worn and should be replaced.

At the service stations plates with facing attached may usually be procured, the old plates being turned in, obviating the particular job of riveting on the facings. You cannot do a satisfactory job by cutting your own facings. The material comes only in clutch sizes and shapes, and even if your clutch is old and out of make the facing manufacturer can supply you with the right size.

If this type of clutch grips and there is not a lot of sticky oil on the plates, a trace of oil applied to the facing will ease it; be careful, for too much will make it slip. Use drops, not a squirt from the can.

Treating The Wet Clutch

The wet multiple disk clutch runs in oil, usually the bath connected with the engine. It does not require much care other than to clean it out with kerosene when the crank case is cleaned. If it slips there is nothing to do but tighten the spring, or to loosen it if it grips and is not dirty. If in a separate housing not connected with the engine oil supply and there is slipping, a little kerosene added to the bath will help, when it acts harsh add heavier oil. If the disks are sticky and the clutch releases slowly, wash out the entire clutch with kerosene and put in new oil.

Modern clutches have incorporated with them clutch brakes. Usually pressing the lever further after the clutch is released operates a brake which prevents the clutch from spinning and makes shifting gears easier. The adjustment must be kept right, for if the action is too quick it will stop the clutch and actually make shifting harder.

The bearings of the clutch pedal and linkage also need to be oiled occasionally and be kept clean if you are to have easy action.

WHEEL BEARING

Once every month, at most, the wheels of the car should be jacked up and tested for smoothness of running and for side play. If a sharp click is heard when the front wheel is being spun, or if its motion is momentarily checked, it is probable that one of the balls is broken or split. Obviously the injured ball should be removed and a new one be substituted or the entire bearing will go to pieces.

Don't leave your ignition switch "on" when motor is running.

WINDSHIELD SOLUTION

Every driver knows how disagreeable it is to drive in rain. The following solution applied to the windshield with cheesecloth or gauze will prevent the rain or sleet from sticking to the glass and interfering with the driver's vision: One ounce water, two ounces glycerine, one-eighth ounce salt.

MAKES GOOD FOOT REST

A satisfactory foot rest or accelerator extension may be made from an ordinary strap hinge. One-half of the hinge is fastened to the floor board, while the other rests on the accelerator. All that is necessary to operate the accelerator is a slight pressure on any part of the free half of the hinge.

ENGINE OIL WEARS OUT AND ALSO EVAPORATES

Laboratory Tests Determine That Greatest Loss Is From Evaporation

What becomes of the oil in the automobile engine?

Many motorists often stop to ponder the question of what becomes of the oil consumed by the automobile engine. It is only recently that the engineers have discovered.

They have known that the average motor car requires a quart of oil for every seventy-five to 200 miles—depending upon the mechanical condition of the engine. Many an engine, however, seems never to use any oil at all, but actually to manufacture it. A long series of laboratory experiments were required to determine what happens. They were undertaken because the lubrication of the automobile is the most important point in its operation.

The engineers found that the greatest consumption of oil is due to evaporation. Just as water in a tea kettle goes off as steam, so does oil, when subjected to the terrific heat of the engine, go off in vapor. The heavier or more highly refined the oil, the less is lost in this way.

The answer is, not to use heavy oil, because this would cause great friction in the oil itself, but in changes in manufacturing processes which are necessary to reduce evaporation.

The second great loss is due to oil "wearing out." The heat of the engine turns part of the oil into black sediment which has no lubricating value and which prevents the remaining good oil from protecting the fast moving parts. This is the greatest danger in oil. After 500 miles of running many oils so "wear out" that half their bulk becomes sediment. This causes engine trouble such as burned out bearings, scored cylinders, rapid carbonisation.

Still a third loss is due to the fact that a part of the oil put in the engine goes to form carbon in the cylinders. An infinitesimal proportion, carried up by the pistons, is always left in the combustion chamber where the explosion burns it off. Most of this burned oil leaves the engine via the exhaust.

Whenever a car smokes badly it means that oil of the wrong body is passing the piston rings or that the engine is mechanically imperfect or that poor oil is being used. Other losses are due to leakage and are readily prevented.

After these facts were established by the lubrication engineers they had a tangible basis for improving the lubrication of the automobile. At the refinery of the Tide Water Oil Company, Bayonne, N. J., through a series of experiments, the famous Faulkner process was developed. By this process is produced Veedol, the lubricant that resists heat.

"Veedol was first produced on an experimental basis and finally, after the installation of new refining equipment was put into quantity production," says H. J. Guthrie of the Tide Water Company. "The tests of the laboratory show that Veedol reduces sediment by 86 percent so that losses from this cause are almost eliminated. In addition the prevention of the formation of sediment gives much better Tubrication, because all the moving parts are always kept in a bath of good oil."

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are of paramount importance in batteries. Both of these features are to be found in the Columbia. For all round service they are positively unequaled.

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If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractors or motor boats, use Columbia batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that aids batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

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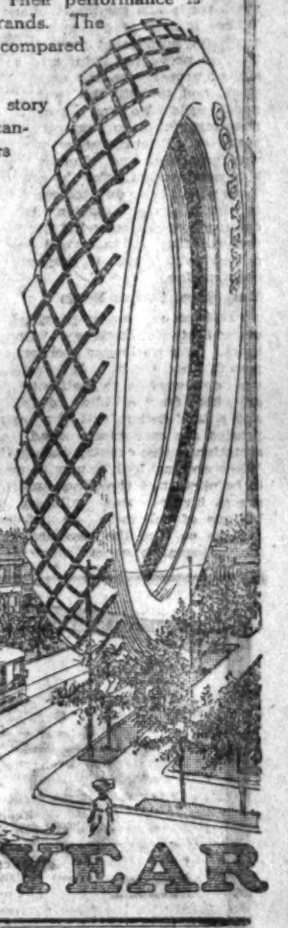

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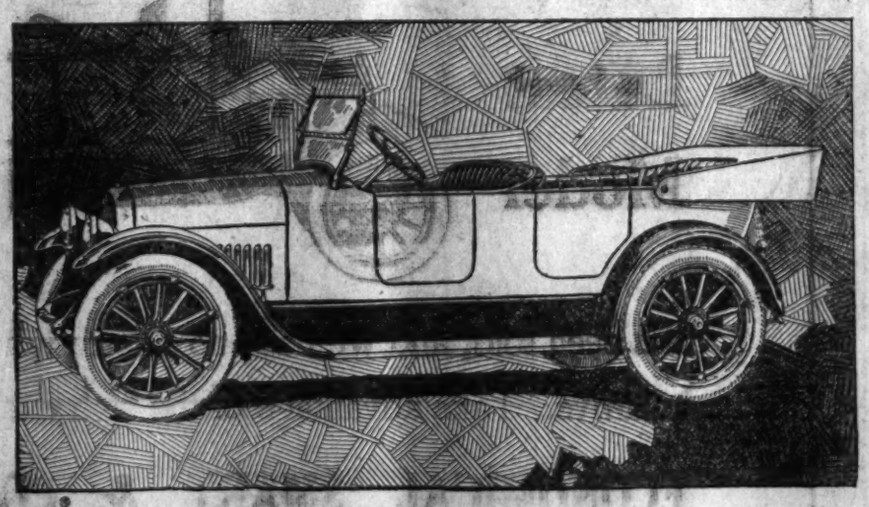

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Wider Roads Pressing Need For Future Traffic InU.S.

Will Demand Roads Of Greater Width Than Are Now Being Constructed In Many Sections.

New York, June 5.—Col. Henry B. Joy, who was one of the first and is now one of the foremost good roads advocates of the country, sees what he considers a dangerous tendency to construct vast mileages of public highways, with the millions which are now being voted in every State for permanent work, of inadequate width to take care of the future highway transportation which these permanent roads are ultimately bound to carry.

Col. Joy said: "The functions of the many organisations which have been working in this country for good roads are gradually changing. Where it used to be necessary to work for permanent road construction, to prove the value and necessity of properly paving main highways, and to 'sell' the public the good roads idea and secure the necessary funds to construct proper roads to efficiently carry our highway passenger and freight traffic, it is now necessary for the organisations which have devoted most study to the highway situation in this country to point out what the future unmistakably indicates will be required in the way of proper road construction.

Must Serve Future Needs

"Millions are being provided in every State for highway improvement. It is no longer necessary to preach good roads. It is probably very conservative to estimate that anywhere from a billion to a billion and a half dollars will be appropriated for continuous road construction in this country during 1919. What we must look to now, if we are to be abreast of the times and if we are to invest these millions and billions of dollars in an adequate fashion so that the resulting roads may adequately serve future needs, is the location of our roads, the type of their construction and their traffic-carrying possibilities.

"It must not be forgotten that a traffic count on an unimproved road does not by any means indicate the volume of traffic which that road will receive when it is constructed in permanent form. The improvement of any highway more than quadruples the volume of traffic it carries. This should be borne in mind when construction is undertaken and the roads should be made wide enough to carry not only the traffic which experience indicates to-morrow will require, but the volume of traffic which will be developed over that road during its useful life.

Highways Too Narrow

"If we consider that a properly constructed concrete road or brick road should be giving service twenty years from the time it is laid, we must look twenty years in advance and visualise the volume of traffic which it must carry then. It appears to me that there is a dangerous tendency to undertake widespread construction of narrow highways, which, while possibly adequate for immediate needs, will be sadly lacking ten or even five years from now.

"This nation is about to embark on the greatest road construction program ever undertaken by any nation in the history of the world, and it behooves all road constructing agencies, and all organisations which have worked hard for highway improvement in this country, and which are in touch with the situation and understand the coming need to point out that a sixteen-foot road or an eighteen foot road, or a twenty-foot road will not serve the traffic which the future is bound to bring.

Motor Trucks Are Factors

"Motor truck transportation is in its infancy in this country. It is almost impossible to visualise the extent to which highway transport will develop in the next decade. But it is certain that we must foresee highway freight transportation flowing steadily over our main highways in both directions, and build our roads of sufficient width to accommodate two lines of slow moving freight carrying vehicles and two lines of rapidly moving passenger vehicles. With this in mind provision should be made in every instance on main arteries of traffic for an ultimate development which can if necessary reach the thirty-six-foot graded width. Rights-of-way should be secured in every instance where the roadsides are likely to become built up, at least 100 feet wide.

"Too many States and communities are building roads which by no possibility will, five years from now, be able to accommodate the traffic which they will be called upon to bear. Any road which, because of its importance, it is worth while to permanently improve with concrete or brick surface, it is worth while to build of proper width. Permanent construction should never be laid less than twenty-four feet wide as a minimum. We are advocating this on the Lincoln Highway and the same policy should be followed on all interstate routes which are destined to become of such tremendous importance in our transportation scheme."

Thinks Car Deserves War Service Medal

So Says Soldier Who Witnessed Dodge Motor Overcome Obstacles In France

Compelling evidence of the warm admiration held for the Dodge Brothers motor car by members of the American Expeditionary Forces, is contained in an endless succession of letters received by the Detroit manufacturers from uniformed men of every rank. More than 14,000 Dodge Brothers motor cars served with the American army and the following letter is typical of the comments of those who saw the car in action:

"While reading some New York papers recently I noticed that while other cars were praised highly (in their advertisements) for the good work done in overseas service, nothing was said of the Dodge car.

"I have been over here on active service for a year and have been driving a Dodge Brothers Sedan for the last eight months. This little car has made 27,000 miles and has never been laid up for motor, transmission or any other car trouble. Its work during this time can not be praised too highly. In all the big battles of the Third Division, namely, Chateau Thierry, St. Mihiel and Argonne, the little Dodge has never once failed to respond. In the last American campaign I have driven it up hills and through roads where other cars of higher price were forced to detour. I have been through roads with mud right to the hub caps and places where only tanks and artillery tractors could make their way.

"I am sure if decorations were given to motor vehicles on their good work performed in war service, the Dodges that are on duty with the A. E. F. would receive the lion's share. Although her beauties were marred many times by shrapnel holes, she is still on the job with the Army on the Rhine. Have used only two sets of tires in all the 27,000 miles and the roads of Northern France are very different from Riverside Drive. As for oil, I have used from the thinnest grade to the heaviest transmission oil and have never been troubled with loose bearings. I am sure that is a wonderful record for a car that is so low in price.

"Hoping this letter gives the Dodge manufacturers a little satisfaction for the valuable work of their car in the A. E. F., I am, respectfully,

PVT. FRED W. DONLON,
Hdqrs. 4th U.S. Inf.,
3rd Division."

The letter was written March 8, 1919, in Germany.

CARBURETOR AIR VENT

An air vent is put in the bowl of a carburetor to equalise the pressure between the gasoline in the bowl and the atmosphere to obviate the formation of a vacuum in the bowl. It is vitally important to keep this hole open and not allow it to become clogged with foreign matter.

DON'T ABUSE THE STARTER

The starter should not be abused. If the engine does not start on the first few turns, stop and look for trouble. Do not keep cranking until the battery is badly run down. Usually the difficulty is something simple. Lack of gasoline or a switch off are common causes.

EXAMINE BEARINGS

Once every month at most the wheels of the car should be jacked up and tested for smoothness of running and for side play. If a sharp click is heard when the front wheel is being spun, or if its motion is momentarily checked, it is probable that one of the balls is broken or split. Obviously, the injured ball should be removed and a new one substituted, or the entire bearing will go to pieces.

OIL AND TIRES

Oil and gasoline are deadly enemies to tires. If you don't believe it, take a rubber band and immerse it in gasoline. Watch it swell—grow before your eyes. Then, after allowing it to soak for a short time, just stretch that rubber—no life or vitality left.

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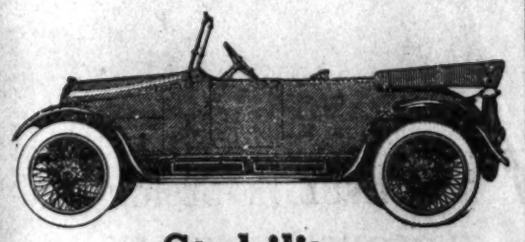

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4-Passenger "Country Club"

Light Six-Cylinder Overland
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3-Passenger Touring Coupe
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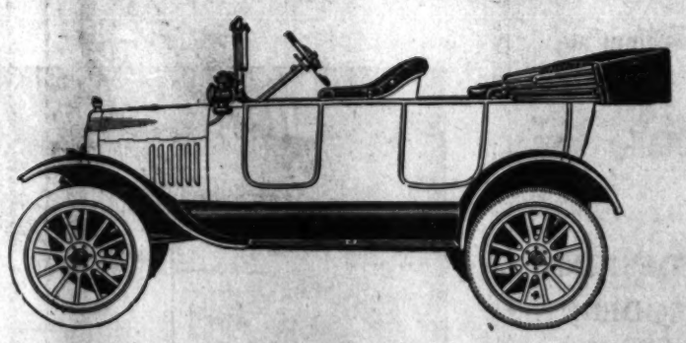

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Battery Life Extension Is Matter Of Diagnosis

How Certain Symptoms And Tests Tell Of Interna Conditions Of Battery And How To Render Ald

By H. A. Tarantous
(*In Motor*)

Storage batteries of the average sort have an existence which averages about fourteen months and it is conservatively estimated that each month has a storage battery money value of approximately $10,000,000, which the motorists of the country have to pay. Some automobile owners by properly caring for their storage batteries bring the maximum useful life to twenty-two months; others by far in the majority get around ten months' service. By properly caring for the battery the individual owner saves money for himself, helps to reduce the waste represented by the loss of service of millions of batteries and above all he gets better service from his battery. That service is translated into better ignition, starting and lighting, with fewer complaints about the electrical troubles and fewer delays because of trouble. The time needed to add distilled water to the cells at intervals, to clean the terminals, tighten the battery holding down means, etc., is comparatively little as compared with the losses in time that will come from neglect.

Owners of battery-equipped cars must fill each cell to level with distilled water, using the hydrometer for filling. In warm weather the cells should be brought to level once each week because the evaporation is greater than it is in colder weather when once every two weeks is sufficient. At the time that water is added a hydrometer (or gravity measuring instrument) test should be made. This indicates the acid strength of the electrolyte or solution. At the same time the terminals should be felt for looseness and any deposit of salt removed with a piece of stick. The battery should be firmly in its saddle or seat so as to reduce vibration. In brief, that is all that is necessary but it must be done regularly.

Men and batteries are much alike in their actions under certain influences, and we treat them in somewhat the same fashion. When a battery is overheated it burns up, starts falling to pieces on the inside because it can't stand high heat. Neither can a man whose system is designed to operate at constant temperature. If he gets a fever he "burns up." Cold affects a battery as it does a man, reducing efficiency. A battery has to be kept at work or it will die of laziness. It must be charged and discharged regularly. The charging current is the food. A corroded terminal is like a brain pressure. Little if anything passes through. A man's temperature and his pulse, his actions at work, his capacity for work, give indications of his physical condition—and so with a battery.

We use the hydrometer and voltmeter as means of testing to ascertain the internal condition of the battery just as a doctor feels the pulse and takes the patient's temperature to get some idea of the internal condition of the man. The automobile owner must learn to interpret symptoms, but he will have a better understanding of the whole situation if he knows the actions and reactions that go on inside the battery; how the battery produces current, why it needs recharging, what happens when it is charged, and so on.

The lead storage battery produces electricity as a result of chemical action. This chemical action is between the active material or chemicals which form part of the plates, and the solution which is sulphuric acid mixed with water. This solution normally has a specific gravity of 1.28 to 1.30.

Battery plates are in the form of square or oblong grids made of a lead alloy. The spaces in the grids are filled with lead compounds which are referred to as active material. These compounds will vary in character in different makes of batteries. The positive plates may be filled with lead peroxide and the negative with spongy lead. The plates are made up in units called groups. A group of negative plates and a group of positives with positive and negative plates alternating, forms an element. The plates are prevented from touching by the interposition of treated wood separators. The element (positive and negative plates) when placed in a hard rubber jar containing a sulphuric acid solution, covered over with suitable means, is called a cell. There may be any number of cells in a battery.

The chemical action in the cell goes on all the time whether the battery is working or not. When the circuit is closed, however, that is, when the battery is being used for ignition, or starting or lighting, the chemical action is violent. The chemical action results in the production of lead sulphate, a white substance which deposits on the plates.

If the chemical action continues long enough the plates will be entirely covered with sulphate and the solution will be slightly acidulated water. All chemical action then would cease and the battery would fail to produce any current. The portions of the plates covered by the sulphate are out of action altogether. When the battery is charged, that is, when a current of electricity from an outside source is sent through it, an action takes place which removes the sulphate from the plates and restores the solution as well as the plates to former conditions. If all the sulphate is removed, then the gravity of the solution becomes as before the battery was discharged. The charge and discharge actions can go on for many months without the battery being seriously harmed, providing there is no overcharging to heat the battery excessively, nor undercharging which does not remove all of the sulphate from the plates, nor any loss of liquid so as to uncover the plates.

On charge and discharge, heat is generated in the battery and this causes some of the water from the solution to evaporate. It is because only the water content evaporates that water only should be added to the cells and never acid. Distilled water is used because it is free from solid matter and chemicals which cause counter actions in the battery and thus reduce its capacity. The only time acid ever is added to a battery is when solution is spilled.

The filling of the cells with water is a simple matter. There is a cap on the top of each cell. When this cap is removed, one may look down into the cell and see the plate tops and solution. The solution should be about one-half inch above the tops of the plates. This should be done with the hydrometer syringe. This instrument measures the specific gravity of the solution as well as being a convenient means of adding water. Used to indicate battery strength, it is operated like any bulb syringe. The liquid drawn into the large tube floats the small graduated cylinder. The number on the line with the liquid indicates the specific gravity of the solution. A fully charged cell indicates 1,280 to 1,300 which means a specific gravity of 1.28 to 1.30. Any cell indicating as low as 1,150 is discharged. The more nearly the gravity approaches 1,280, the more nearly the cell is charged. In taking readings it often is found that there is a slight variation between cells. Allow .1 but no more. If there is a greater variation of say 20 points, the low cell will cause trouble, and in all probability that cell will need special attention if it does not come up to gravity on a recharge. A leaky jar often causes one cell to go dry or show a great difference in gravity reading as compared with the others.

Whenever water is added to the cells, do not fill to too high a level, otherwise the excess may work through the top and start rapid corrosion of terminals and quick destruction of the wooden box. Dry the top of the battery and see that the terminals are clean. Occasionally detach the terminals and spread them with grease or vaseline.

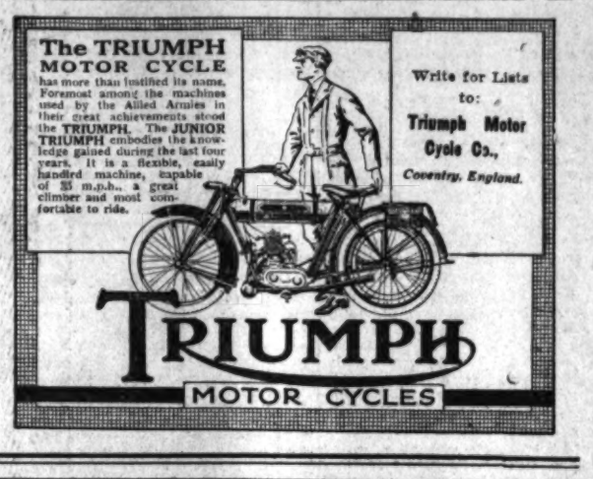
The importance of adding only water to cells cannot be emphasized too strongly. If acid is added, the solution strength increases, and while the battery performance may be temporarily improved, the plate material will soon become soft, fall out of the grid and then the battery is useless.

An owner should not imagine that because a battery is not in use that it does not require attention; that is, charging and discharging and the filling of cells with water. When the plates are sulphated and they are allowed to remain so for a long period, the sulphate becomes so hard that even recharging will not remove it, with the result that the battery must be junked. Sometimes a slow charge for a long period brings such a battery to life, but the owner should avoid the condition in the first place.

When the battery is in a car fitted with a generator, the owner has merely to see that the meter on the dash is operating and the battery getting its supply of current, his only control over the system being by means of an adjustment of the charging rate. Many owners fail to take advantage of this with the result that the battery either is overcharged or undercharged. For example, if a long tour is to be made with most of the driving during the day and little at night. On a tour of this kind there are few stops. The result is the battery is overcharged, it gets very hot, the solution level drops, and if this continues the plates may buckle and short circuits internally may follow. The owner should either adjust the charging rate to conditions, or knowing that the battery will be overcharged, use the starter a few times a day, or obtain partial discharge by using the lamps. The opposite condition—undercharging—is perhaps more common. In this too much current is used for the amount being sent into the battery. The symptoms are: dim lamps, weak cranking, hard starting. Some owners simply run the car for an hour or so to bring the battery up. The trouble, however, is that much of the undercharging troubles are brought about by low solution level and poor contacts, corroded terminals short, etc. The generator may be generating the required amount but the aforementioned troubles may be preventing that current from getting to the battery.

In checking over the electrical system for trouble, the owner usually blames the battery before he makes an investigation. It is the simplest of tests to find out if the battery is at fault. Use the hydrometer. If all cells show 1.280, you know the battery is up to charge and the trouble must be elsewhere. Often one cell, say the middle one of a three cell battery, is "dead" which causes an open circuit and the entire battery is useless. Heavily corroded terminals may prevent current from an otherwise good battery, from getting to the lamps or ignition circuit. Battery troubles, if such exist, evidence themselves at the lower speeds because at the cut-in speed of the generator, which is at about twenty miles an hour, the generator takes the load and the systems do not work that way but the majority do.

The battery should be well supported because if allowed to vibrate in its seat a jar is likely to crack.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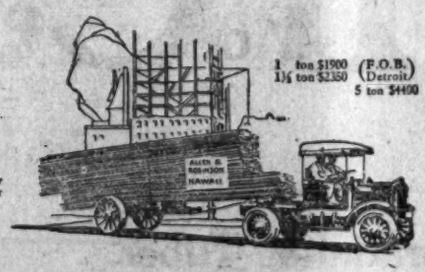

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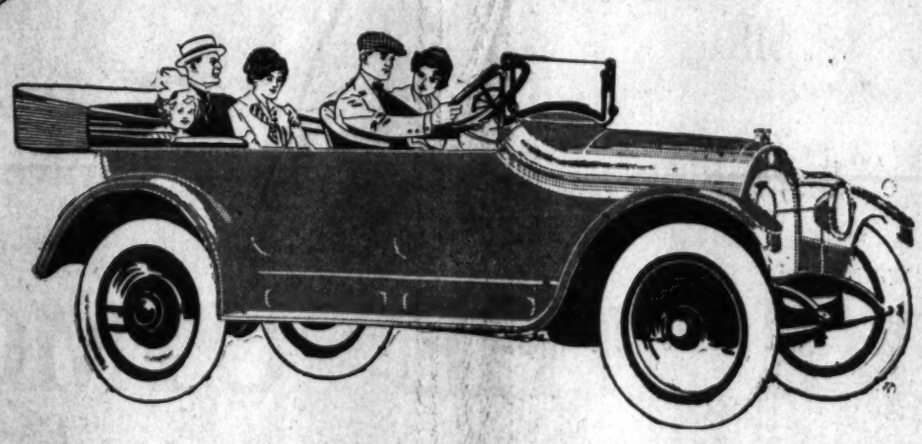

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Aerial Supremacy In War Swayed From Side To Side

But Germany Officially Admitted Her Defeat in The Sky In August, 1918

New York, July 3.—Whether the Allies or Germany held aerial supremacy during the war has been a debated topic in nearly all of the warring countries. Captain Roscoe Fawcett of the Air Service has written a post mortem article in the last issue of the United States Air Service, the official publication of the Army and Navy Air Service, in which he sets forth the varying conditions of air supremacy as based on official documents and charts.

The article states that it is definitely known that Germany "figuratively and officially" gave up the aerial ghost on Aug. 17, 1918, for the Hun swan song appeared in several official reports captured or discovered about armistice time. The Germans concentrated their efforts on the big offensive that commenced in March, 1918, and their flying strength reached its peak at about that time.

From the article it appears that "activity curves" were maintained by the British throughout the war showing the comparative strength and activity of friendly and enemy planes. The German curves displayed symptoms of a decided downhill tendency in April, 1918, and by the following month these curves began to take on the appearance of a succession of saw-edges—each successive tooth representing a spell of good or bad weather.

The article follows in part:

"Apparently the Germans found themselves unable to make good, during active conditions, the replacement of personnel and machines destroyed, and bad weather periods came as much welcomed respites and were utilised to bring the air units back to fighting trim. Thus each tooth on the curve charts had a peak of its own, representing the tailend of a replacement period.

"Documents captured by the French in July and August, 1918, gave first evidence of the approaching crisis in German aviation affairs. The Huns attributed this crisis to the heavy losses of the big offensive and also to the unsatisfactory performances of the Pfalz L-III. machines and the Fokker triplanes and one or two other types that were aging, such as the Albatross D-III. and the D-5, which necessitatrd the development of newer types.

"The situation rapidly grew worse as the Allied pressure increased, and, despite the frenzied announcements of the German air officials that the Friedrichshafen and other factories were to be enlarged immediately and that new materials were to be acquired from Russia and Rumania, late in August, 1918, the German command apparently saw no reason to keep secret the fact that the inevitable had come."

The writer says that nobody who has seen the "Hun in his lair" has come away with any love for him, but he says that it must be admitted that aerially the Germans were at no time in total eclipse, and that over a long stretch of the four and a third years of war the Germans maintained an actual aerial supremacy over the combined flying forces of England, France, and Belgium.

Our Air Service Just Starting

"When the war ended, France had something like 102 or 103 squadrons in the zone of operation; England, between 70 and 80, including 4 on the Italian front; Belgium, 5, one of which was a crack squadron and the United States, 40 or thereabout, with the prospects for an effective aerial force of four times that number of units in operation early in 1919. The armistice caught the American Air Service just at a moment when two years of uphill struggling against difficulties gave promise of a most gratifying realization. One point will suffice to illustrate:

"During the four months immediately preceding the armistice no fewer than 71 American service squadrons were dispatched across the English Channel to France, augmenting the Canadian trained squadrons already on the ground. Further, on Nov. 11 an additional 70 squadrons of enlisted mechanics were ready in the British Isles for immediate duty on the American front.

"A summarisation of the effective Allied strength in the air on Nov. 11 probably would have shown a grand total of approximately 215 or 200 service squadrons. As against this the Germans were credited with 319 identified units, distributed on the various fronts. A great many of these 319 German units, of course, were flights operating as separate units—not squadrons. Probably the grand total of Hun machines in operation at the front did not exceed 3,500.

"The French had some wonderful individual pilots, and the higher-ups played to such men as Guynemer and Fonck. When those officer stars desired to go to Paris they simply waved good-bye. There was not the discipline that existed in the British air force. The best French pursuit machines were the Spad and the Nieuport; the most effective bomber the two-seated Breguet and the best corps machine the Salmson two-seated.

"Undoubtedly the British could have placed as many squadrons at the front as the French; but the British early in the war decided it would be impossible to maintain more than seventy or eighty squadrons at top efficiency, and thus the concentration of the fewer number. This policy was much simpler for the British than it would have been for the French, because of the difference in the front line mileage held by the two armies. Once a British squadron flew across the Channel to an already prepared airdrome it was ready for rough and tumble tactics, and usually was kept ready.

"Considering the condition of the British Air Service in 1914, the development of the third arm constituted one of the outstanding feats of the year.

"France entered the war with between 500 and 600 fairly serviceable machines, the chief defect in the French corps being the diversity of types. She had a well trained and numerous personnel, however, and good motors. Between 1909 and 1912 there were more builders of successful airplane engines in France than in any other country.

Germany Not Idle

"By no means had the Germans been idle. The late Kaiser's aerial armament, both in numbers and equipment, exceeded the combined forces of England and France. Most of her 600 or 700 airplanes were standardized throughout, each machine equipped with bomb-dropping devices, speed and altitude recorders, and cameras. The equipment also included automatic engine-starters, 100 percent more efficient than those of the Allies. The wireless equipment and the system of wireless stations along the coast and frontiers assisted materially in the Hun aerial supremacy in the early stages of the war.

"Germany's chief advantage lay in the long experience of her engineers and builders. Behind the lines factories were running in full blast in August, 1914, turning out craft to increase German superiority. German aerodromes were placed close to the frontiers in strategic positions. German flying fields during the first year of the war were superior, it is said, to some of the Allies' fields two years later.

"Engine factories, such as the Mercedes, Benz and Maybach, were standardising their products while the British and French were experimenting. It is a fact that the entire output of the Benz factory was commandeered for war airplanes one year before the declaration of war. As a subtle indication of the late Kaiser having forced the war, it is pointed out that, after having held out of the world's famous automobile races for years, German manufacturers again took the road just before the start of hostilities.

Little Choice In Seaplanes

"In the matter of seaplanes there was not much to choose between the rival powers, as very little progress had been made in the development of this craft prior to the war. England and France had a few seaplanes, and Germany had bought the Sopwith seaplane and also was developing the Wright seaplane. The French and British seaplanes did good work from the start, levying a heavy toll on Zeppelins and doing good "spotting" for the battleship guns. It was a seaplane that gave Admiral Beatty of Jutland battle fame, the first news that the German grand fleet was out.

"With all its fickleness and intangibility, aerial supremacy undoubtedly lay with the Germans during the early stages of the war. During the first two years, up to the first battle of the Somme in 1916, the Germans harassed the sorely-tried Allies in the air. Fortunately for the British and the world at large, the Hun had the Russian front to protect, and many of Germany's finest Albatross and Rumpler biplanes were sent there, while Taube-type monoplanes were concentrated on the Western front in an attempt to overwhelm the French.

"With the debut of the combat patrol in 1917 and the appearance of new type English planes, the Allies began to make progress. But the Huns countered late in 1917 with the D-VII. Albatross and a new Rumpler and at no time were in total eclipse until past midsummer of 1918, when every resource had been staked on the great German attempt to break through the British lines to the Channel ports."

The article states that the Allies did more flying late in the war, and undoubtedly had the best pilots. Much credit is given the Germans for the wise manner in which they planned their attacks and handled their squadrons. The article ends by saying that the German air commands gave the Allies a "jolt that should serve as a perpetual warning against future butterfinger brainwork so far as the development of air service is concerned."

Lincoln Highway is Being Reconstructed

The Lincoln Highway between Philadelphia and the Hudson River—the gateway to the Port of New York—is said to now carry over 2,000 tons of freight traffic a day in addition to the very heavy passenger travel. The old macadam of which the route was originally constructed was entirely too costly to maintain and New Jersey has made much progress on its project for completely concreting the Lincoln Highway across the State.

The following table shows the sections in which work is now either completed or under construction. All of this new work is concrete either eighteen or twenty feet wide, ten and one-half inches thick at the center, eight inches thick at the sides and with three-foot tar penetration macadam shoulders on each side.

County.	Location.	Mileage.	Cost.
Middlesex	Metuchen to Menlo Park	1.8	$146,677.00
Middlesex	Menlo Park to Rahway	3.5	306,965.89
Middlesex	New Brunswick to Princeton	12.0	874,811.25
	Total Mileage	17.3	$1,328,454.34

In his report to the association, State Highway Engineer W. G. Thompson says: "The completion of this work will provide an unbroken stretch of hard pavement on good alignment from the Delaware River Bridge to the Hudson River. The 1920 program of the State Highway Commission contemplates paving between Princeton and Kingston, eliminating what is now bituminous macadam pavement. The completion of the stretch between Menlo Park and Rahway, paralleling the Pennsylvania Railroad, will give a perfectly straight line, which will eliminate fourteen sharp turns, one very narrow under pass of the Pennsylvania Railroad's main line and one grade crossing of the Pennsylvania's main line within a distance of four miles.

KING "8"

For the man who desires elegance, comfort, power, durability and mechanical perfection combined with great economy of fuel

ELEGANCE—Each of the three body models possesses distinctive stylishness of design and finish.

COMFORT—King Cantilever Springs absorb all shocks, and the natural body curves of the upholstery afford unusual restfulness.

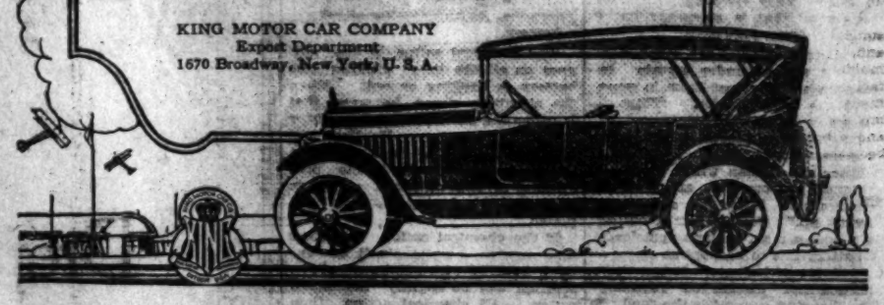
POWER—The powerful but economical eight cylinder engine takes the steepest grades without gear shifting.

DURABILITY and MECHANICAL PERFECTION are the result of careful construction and pioneer experience in the manufacture of eight cylinder cars for world-wide use.

KING buyers run no risks

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY
Export Department
1670 Broadway, New York, U. S. A.



Savage Tires

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GIVE THE UTMOST IN MILEAGE

Embodying the very latest and tested ideas in tire construction

ESPECIALLY MADE FOR HOT CLIMATES

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The Shanghai Horse Bazaar & Motor Co., Ltd.

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One Of Big Motor Problems Is Proper Repair Work

Unskilled Mechanics Do Most Of The Work —Practical Plan Outlined To Improve Shop Efficiency

New York, July 5.—Probably ninety-nine out of every hundred motor-car owners have at various times been roused to the boiling point of indignation at the high prices charged for repairs and the poor results often obtained. The owner naturally looks upon himself as the victim, whereas many times he is the culprit, because, ignorant of the mechanical features of his car, he leaves necessary repairs until parts have become badly worn and is then appalled at the cost.

On the other hand, it has long been recognised by repair and service men that the skilled mechanics in their workshops are too few to give a fairly good average of repairing efficiency. The problem of improving the standard of the workers has been frequently discussed, but until the present time no satisfactory method of solving the difficulty has been advanced.

An organisation was formed in this city a few days ago which has set itself to deal with the difficulty proper automobile repairs in a practical and broad-minded manner. It is known as the Society of Automotive Mechanics of America. R. C. Rognon, mechanical superintendent of a motor truck concern, is President and it has enrolled about one hundred members. It aims, briefly, to raise the standard of automobile mechanics and thereby to give more complete satisfaction to motor-car owners in the excellence of the work done in the shops.

A circular issued by the society states its principles very concisely, and, if carried out, the entire automobile industry from the manufacturer down will be greatly benefited. It is frankly stated automobile repairing is a deeper study and requires more skill than it has been given credit for.

"Under the present condition in the shops," it states, "the building of a car costs the owner too much money, and he so seldom gets the expected results that he will keep his car on the road till it breaks down. This belated effort of repairs is costly because of a large number of parts that are necessary. Rebuilding of cars at the proper mileage interval is the cleanest, most profitable class of repair work, but in order to put it on a commercial basis we must develop better shop equipment, special tools, and outline some system for the mechanic to use in tearing down and rebuilding.

"A skilled mechanic must have some training as a machinist, must know the fundamental principles of electricity, must know the principles and peculiarities of the internal combustion motor, and must also develop a very high degree of mechanical skill. Admitting the fact that we are producing a product with over 75 percent of inefficient producers and that the price we are getting for this product is too high for our inefficient producers and entirely too low for our efficient ones, we must educate the majority and recognise the minority."

There is very little inducement, it is stated, for the skilled mechanic because he is not paid on the basis of production. The unskilled producers are satisfied, while the skilled men either make the best of unsatisfactory conditions or sacrifice their mechanical skill for some other branch of the automobile business.

The society hopes to change these conditions by a systematic classification of workmen. The plan proposed is by a practical examination to show the inefficient men what they lack and also give due credit to the master mechanic. The method is to give applicants a written examination of 25 percent theory 75 percent of practical mechanical and electrical knowledge of methods used in repairing. The examinations will be passed on by a board consisting of a representative of each standard make of car and truck.

The results will be filed for reference and for the use of dealers wishing to secure master mechanics, superintendents, and service managers. In effect, the system will resolve itself into an employment bureau, for, while mechanics cannot be compelled to submit to the examinations, it is believed that dealers and others will quickly see the benefit of giving preference to those who have passed the required tests, as the men will receive a certificate stating their individual qualifications and an emblem pin. In the course of two years the society hopes to complete a series of mechanical manuals, practically got up with photographs and outlining a system to use in rebuilding all the standard makes of cars and trucks.

It is a big proposition, but one that is vitally needed at the present time. The officers have called a meeting tomorrow night at the Automobile Club of America, at which all the leading service managers and superintendents in addition to many other automobile representatives have been invited to discuss the situation and offer additional suggestions for constructive work.

Auto Publishes Newspaper And Car Was Antique, Too

The "Leader-Tribune" of Fort Valley, Georgia, put over a neat bit of fast work recently, when the power plant of its press broke down. Commenting on the manner in which the difficulty was met by an exceedingly novel use of a motor car's engine, the paper stated:

"Few readers of the 'Leader-Tribune' knew last week that they were enjoying the novelty of reading a newspaper printed by automobile power, but such was the actual fact.

"The editor's old automobile has been, no doubt, an object of mirth to many Fort Valleyans on account of its antiquated model, its sad need of paint and a new top. Soon after its first appearance in front of the printing office we overheard some little darkies discussing it with interest, no doubt on account of its antiquity. One of them asked what make car it was. Another sauntered around to the front of it, surveyed the nameplate on the radiator, then surveyed the entire car and answered, 'It used to be a Marmon.'

"'It not only has been but still is a serviceable adjunct to the Leader-Tribune plant' writes the editor. 'It not only transports ye editor to and from this shrine of labor, but it came in pretty handy last week, when soon after we began the last run on the paper the gasoline engine used to drive the news press stopped without warning and refused to respond to persistent cajoling to start again. After the 'force' had worn themselves out without eliciting another cough from it we asked the boys to open wide the double back doors of the plant, near front, cranked up the old ark, drove around to the back door and backed in. Backing one of the rear wheels up against the pulley on the jackshaft of the press, we jacked up the wheel inclining the jack so that the wheel would tend to hug the pulley, cranked her up again, got in low gear, and off we went. In 45 minutes the paper was off the press.

"This week we are printing with electric power, having moved the news press to a position such that we could belt it to the motor which drives our job presses. But lest this source of power may also fail us at some inauspicious time we have already designed a compressed-air system, with a windmill mounted on top of the printing plant, a tank down below to compress the wind in while it blows during the week, and on press nights we will then let it out all at once on a compressed-air motor."

CHANGE LINKS TO SAVE CHAIN

It is a very good plan to shift the cross links of the tire chains from time to time; that is, move them so that they do not depend on the same link of the main chain all the time. The wear and tear on the tire chain centers at the links to which the cross chains are attached, and for this reason moving these latter from time to time spreads the wear.

The Car for the Owner-Driver

The All British

Standard

LIGHT CAR

Send your enquiry for early delivery to:—

AGENTS:

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STANDARD MOTOR CO., LTD.

Coventry, England

Mack 7¼ ton Lorry operating a regular run of 125 miles carrying barrels of oil and general merchandise. Cheaper and more satisfactory than freight service.

The motor lorry grows old only through service. It isn't like any transport animal you may own.

Mack Motor Lorries, after having travelled heavily loaded, for 500,000 miles, are still working every day.

A 50,000 mile heavy haul service with a repair bill of only $20.00 is another evidence of Mack superiority.

Built complete in Mack factories—not made of parts assembled from various questionable sources.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.

5 State Street 44 Whitehall Street

Factories: Plainfield, N. J., Allentown, Pa.

Cable Address: Intertruck, Newyork All Standard Codes used

Insure Your Motor-Car

with the

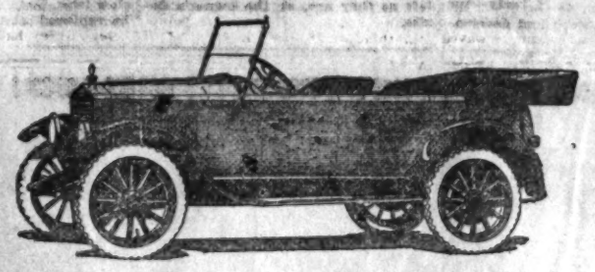
Java Sea and Fire Insurance Company

3 Ezra Road, 1st floor. Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

Look below the varnish!

The trouble with most automobile buyers is that they do not look deep enough. Under the extravagant claims—or glossy finish—away on the inside amid details of design, material and workmanship is the spirit—the quality—of the car.



The Essex

will more than meet your most exacting ideal of a motor car

YOU can not see quality but you can see the signs of quality. The first is endorsement, while the second is reputation. If you don't discover quality by these signs, you will through experience. Therefore it is better to look for the signs—becausc actual experience is expensive.

Never has an automobile established its leadership in such a brief period of time as the Essex. Since it was first announced it has won more than 500,000 friends. All who have ridden in it praise its wonderful performance, admire its beauty and talk of its luxury and ease of riding.

Built by one of the strongest organizations in the automobile industry, it is the result of years of experience and notable achievement. Although light enough to be economical in upkeep, nothing but the finest of material and workmanship go into its construction—an insurance of long and satisfactory service.

The demand for the Essex has far out-distanced production.

For demonstrations and full particulars, apply to

DODGE & SEYMOUR (China), LTD.

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CHAINS THE GREAT AID IN PREVENTING SKIDS

Wheels Thus Properly Equipped Lay Their Own Traction Surface

Skidding is the greatest danger that besets the motorist. It comes without warning, turns pleasure into peril and takes enormous toll in human lives and wrecked cars.

Statistics prove that fully 30 percent of motorcar accidents and fatalities are due, directly or indirectly, to skidding. When a car starts to go it's usually a "goner." There is no time to wait to cogitate. There is no chance to adjust differences between the car and the slippery street. The only thing to do is surrender to the inevitable.

Life can be lost but once—frightful injuries may happen frequently. You cannot afford to deny yourself, your family or others the luxury of physical existence. You cannot afford to coax calamity. Then why drive a car unequipped to conquer the hazards of slippery streets and roads?

You would consider it foolhardy to drive a car with faulty brakes. Yet the best brakes cannot prevent skidding. There must be even and secure traction action—not merely brake action. Brakes can only control the rotary motion of the wheels. They cannot stop the side glide of rubber tires.

Rubber slips. Rubber will agree to the weaker element. It slides on wet pavements like a cake of soap rubbed on the moistened hands. Rubber lacks the bite and hang-on ability to prevent skidding.

Nothing has ever been invented in the way of anti-skid devices to equal tire chains, and it doesn't require the gift of a second sight to see why this is true.

Wheels equipped with chains automatically lay their own traction surface. Friction is effected without affecting the tires. They strike the ground squarely—hold and release instantly. They fight for firm contact, always gain their ground, prevent side skid and drive slip.

Suppose two rows of pebbles were strewn directly in front of the wheels of your car. They would form a gripping surface, yet the traction efficiency could not be better than that afforded by tire chains. They are the only anti-skid device that has proved that it cannot be improved.

Anti-skid chains make the best of bad going wherever you go. You may be lulled into a false sense of security by the good behavior of your car on dry, paved streets. But what about the country runs? The motor on wet or muddy roads without tire chains is like rocking a rowboat in midchannel.

Fewer Freaks Developed In Year Of War Turnout

Asked what he considered the outstanding feature of this season's automobile and motor truck shows, Horace T. Thomas, chief engineer of the Reo Motor Car Company, replied without hesitation, "The absolute absence of freakish inventions."

"This is due, of course, to the recent war which, for the time, put a quietus on the irrepressible discoverers of mechanical fallacies.

"This season the buyer will be able to select his new car with reasonable assurance that it will perform—for practically everything exhibited is at least one year old whereas in past shows there was always a percentage of experimental models.

"In former years there were so many alluring new features—mechanical, electrical and carburetion innovations—so plausible they were apt to fool the mechanically inclined layman, that at the end of show week buyers found themselves more undecided and confused than when they first entered the big exhibition hall.

Back To The Freaks

"Next season will reinstate the old order of things by the introduction of a new order of things—ad infinitum, I am afraid. 'Already we are besieged with ideas by inventors and discoverers who insist we ought to scrap every known principle in motor car design and adopt others on the grounds that they proved up in war service.'

"Now, as a matter of cold fact, we learned mighty little from the war that will be of practical use in the automobile business. In motor truck building, for example, nothing developed that we can use in trucks that must compete on an operating cost basis in commercial service.

"Weights were carried and fuel waste endured in war work that would break any private operator. Your Uncle Sam does not keep cost accounts—not in detail anyway—so nobody knows just how much too much he paid for his motor trucks or how many times too much in operation and upkeep.

About Airplanes, Too

"The same is true of our aircraft experience. You hear it said that in the building of what is conceded to be the greatest aeroplane motor ever produced—namely, the Liberty—our engineers learned things and developed processes that will greatly improve automobile motors.

"Well—I'd like to be shown just one! The steel cylinder was a tremendous advance—in that particular field. But it is of no advantage in motor cars. For that specific purpose—and where cost didn't matter—it did the work.

"One reason why our aircraft experience is of so little help in the making of automobile engines is the prime fact that an aircraft motor is practically a 'constant speed' engine, whereas an automobile motor must have a great range of speeds and produce its proper percentages of power at all speeds from the lowest to the maximum."

War Has Taught Little

"The subject is too great to be exhaustively treated in limited space," concluded the Reo engineer, "so suffice it to say the war has taught us little, if anything, that will be of practical use.

"At that, had there been a few months' space between the ending of the war and the shows, there would have been a horde of freak innovations all tagged 'cest le guerre,' or words to that effect.

"At it is, these recent shows are the sanest I have ever attended and buyers will carry away from them less novelties and less disappointments.

"Manufacturers have in most cases taken advantage of the lull in manufacture to perfect details, correct small faults and design new and more beautiful bodies.

"Some announce new models, but in these you'll find simply a re-arrangement of old and tried features above which there is not even a suspicion of the experimental."

FOR REMOVING DUST

Make a solution of one part sulphuric acid to 10 parts water. On withdrawing the articles treated from the acid, dip them in a bath of hot lime water and hold them there until they become so heated that they will dry immediately when taken out. Then rub them dry with bran or sawdust. The parts will be found perfectly clean after this treatment and can be painted with fireproof paint, blued or nickled or left as they are, at the owner's desire.

War Department Is Disposing Of Its Surplus Autos

Many Being Sold At Auction And Thousands Are Distributed Throughout Country

Washington, June 5.—Beginning today the disposal of all surplus automobiles of the war department at auction to the general public will be started.

In answer to the many inquiries concerning the disposition to be made by the war department of its surplus motor vehicles, it is announced that the major portion of all present surplus is now being transferred to government departments. A comparatively small supply of used passenger and commercial cars of miscellaneous makes, not adapted for governmental use, will be sold at public auctions to be held at various military posts and camps, beginning on the above date except on Hawaii.

More than 10,000 motor trucks, passenger cars, ambulances and motorcycles have already been transferred by the war department to other government bureaus. Deliveries have been made to the postoffice department and the public health service. Five thousand five hundred and sixty-five of these trucks have been turned over to the department of agriculture and within a few days, shipments of the equipment will be made by the Motor Transport Corps to road commissioners of the States to which allotments have been made by the bureau of public roads of the department of agriculture.

As fast as the several states place the present consignment in operation the director of sales will transfer additional trucks and road building machinery. The further needs of the department and the other government departments are expected to absorb practically the entire surplus of motor vehicles acquired for military purposes.

The motor equipment, which is to be disposed of at public auction, will be announced through advertisements in the press local to the communities in which the auctions will be held.

HEAT LOOSENS PATCHES

Examine repaired tubes carefully. See that the patches are in good condition, as the heat is apt to open them and loosen them and cause a slow leak. Temporary patches should be replaced with vulcanised ones.

CURRENT SUMMER TO BE BIG TOURING YEAR IN U.S.

Writer In Motor Says 20,000,000 People Will Travel About Country

Twenty million Americans will spend a greater or less proportion of the coming summer on the highways of their native land, according to Alexander Johnson, writing in a recent issue of Motor.

"While this bald statement," continues the writer, "may seem startling on first glance, it is too firmly established by fact and figures to permit of doubt. There are now in use in the United States somewhat over 6,000,000 motor vehicles. By summer this number will be increased to nearly 7,000,000. If we allow three persons to the car, we can easily exceed our 20,000,000 tourists, one fifth of our entire population.

"Moreover, all the agencies that direct automobile travel tell the same tale of multiplying inquiries for information of an interest in motor travel matters beyond anything they have ever encountered at this time of year. The touring bureau of the American Automobile Association in New York is answering route inquiries at the present time in numbers greater than used to be received in the middle of the summer season, when presumably all the world was awheel. A. L. Vestgard, who is in charge of the transcontinental activities of this bureau, recently reported that he was receiving between two and three dozen inquiries for transcontinental route information per week, where in past years a single such inquiry at this time of the year would have been a curiosity. A dozen parties have already started on the long transcontinental trip."

The most important factor in the forthcoming hegira, this writer contends, is a psychological condition among our people. "Quite apart from certain definite government restrictions that operated to cut down touring last summer, there existed a state of mind among us that forbade any great amount of pleasure-seeking travel. The war weighed heavily on all our minds. Most of us had loved ones in active service. Business in some lines was dying and in others was active beyond recognition, both conditions tending to keep the father of the family close to his desk. The feeling of general uncertainty as to the future precluded any tendency to merry-making. But this year the nightmare of war is lifted, with all its doubts and uncertainties. And as is always the case, depression is followed by exaltation and we are ready for wholesome pleasure seeking, with minds relieved of recent fears."

And so the highways of America are certain to be packed with such a traffic as they have never borne before.

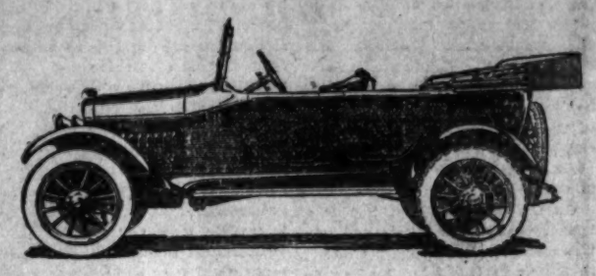
TO CLEAR GROOVES

An excellent tool for cleaning the ring grooves in the pistons may be made by grinding a piece of an old piston ring to the proper size to a chisel edge and fitting it, if desired, in a handle of some kind. This tool will clean the grooves of carbon or other foreign matter, acting on both bottom and sides at once.

THE HUMBLE CLOTHESPIN

An ingenious tool rack for flat tools may be made by boring a number of holes in a board, each hole being just large enough to take the head of a clothespin. Clothespins are then driven into the holes and the cleft ends are used to receive the tools. The pins may be made secure by a small wire nail driven through their heads and into the board.

MAXWELL CARS



REAL beauty in a motor car is more than enamel deep. It is the reflected character of the men that make it. Nowhere is the class of workmanship reflected more than in the beauty of the present Maxwell Motor Car.

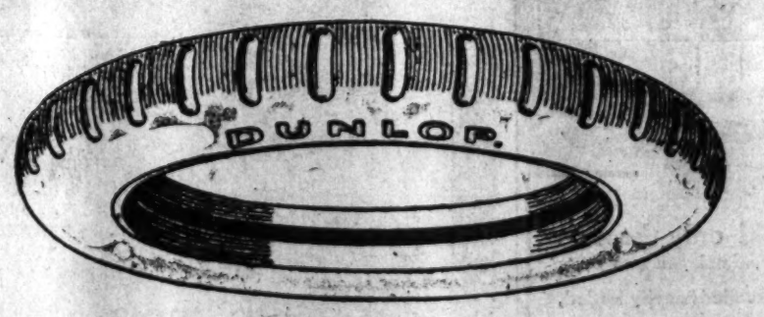
Many have thought it an entirely new model. It is just the same Maxwell, reflecting a few more of the many refinements that have been added to Maxwell Cars.

Today's Maxwell combines power, endurance, comfort and economy with pleasing appearance and a low price.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.
John D. Williams and Company
Export Distributors
2 Rector Street, New York
Cable Address: "Liandum—New York"

Maxwell
More miles per gallon
More miles on tyres

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin.
THE SHANGHAI GARAGE CO., LTD., Bubbling Well Road, Shanghai
SILVA-NETTO & CO., Hongkong.



MILEAGE COUNTS—NOT MILEAGE GUARANTEES

Better test your tyre costs on miles you run rather than on the miles you're guaranteed.

In the first case you're buying tyre satisfaction or you'll know the reason why!

In the other case you're buying a mileage guaranteed and there's no argument if the tyre fails at one mile over the mileage guaranteed by the makers.

Dunlop Tyres are sold on the "perfect satisfaction in service" principle, NOT on the MILEAGE guaranteed basis.

DUNLOP
RUBBER COMPANY, LIMITED
Founders throughout the World of the Pneumatic Tyre Industry.
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Motoring As Medicine

How Motor Car Driving Provides Exactly The Exercise Needed By The Averagre Man And Woman Of Today

By Henry Smith Williams, M.D., LL.D.
(*In Motor*)

Of the middle aged men and women that come to my office for diagnosis or treatment, the major part are not suffering from any serious perversion of a vital organ. By far the greater number, however, show evidence of some functional derangement of the digestive apparatus or of the processes of assimilation or nutrition—so-called metabolism—associated with the handling of the food which is to the human body what gasoline is to the motor car.

Most of these patients can be classified in one of three categories,—eaters of too much food, eaters of too little food, eaters of the wrong kind of food. In one or another of these ways the sufferer has maltreated his digestive organs in the past until at last they have rebelled. Meantime, in the great majority of cases, the most casual investigation reveals a history of deficient exercise, coupled probably with an undue amount of nervous and mental strain. An average patient will tell you of day after day and week after week of leaning over a desk at the office; of riding to and from the office in the street car, or in his motor car driven by a chauffeur; and of evenings spent at the opera or the play or at social gatherings or in the home circle under conditions equally sedentary. Very commonly the inquiry reveals that the patient does not take enough exercise in a week to be the equivalent of what his muscular system really requires every day of twenty-four hours.

Under these circumstances, it is not strange that the individual presently finds it necessary to consult a doctor. The particular symptoms from which he suffers vary indefinitely, according to the hereditary predisposition of the individual; but the so-called "symptom-complex" is pretty sure to include evidence of perversion of the functions of the nervous system, varying all the way from slight neuralgic or rheumatoid pains to mental irritability or excitability, profound apprehension, insomnia, and hypochondria.

To such a patient I am likely to say: "You, Sir or Madam, are more in need of exercise, combined with regulation of diet, than of medicine. I advise you to go to a gymnasium at the lunch hour instead of going to the lunch table, and there to follow out a systematic course of graded exercises, including such games as handball, and such contests as wrestling and boxing. I advise you to walk to and from your business, if you live within walking distance; or, if you go in a motor car, to drive the car yourself, and preferably to allow time enough for a circuitous trip that will enable you to cover a good many miles, partly in the country and partly through the crowded streets of the city."

"But, doctor," the patient very commonly replies, "I really have not time to go to a gymnasium, and I do not feel strong enough to exercise strenuously if I had. And as regards driving the car, that would set my nerves all on edge. I would be a nervous wreck if I were to attempt it."

I shall not elaborate here the arguments with which I meet these standard objections. With the gymnasium and its possible benefits, we have, in any event, no further present concern. But I wish briefly to summarise the nature and character of the benefits there are, in my opinion, to be derived by a large number of individuals suffering from functional derangements, particularly where the nervous system is involved, from cultivation of the motor car habit.

These benefits fall naturally into three main categories: (1) Physical benefits; (2) mental benefits; and (3) what for want of a better term I may speak of as volitional benefits.

First, as to the physical benefits to be derived from driving a motor car. At the outset, we are met by the oft-repeated criticism that these are negative inasmuch as—so is often alleged—the rider might to far better advantage be occupied in the relatively active exercise of walking. From this view, I very radically dissent.

In the first instance, the motorist, if he were not motoring, in all probability would not be walking. He would be riding in a street car if compelled to go somewhere, and otherwise would be sitting at home in a chair. But again, even if it were conceded that the motorist would walk if he were not motoring, it is by no means to be admitted without debate that he would thereby be better occupied, considering the matter solely from the standpoint of health.

I have long contended that walking is the poorest of all recognised forms of exercise. It is better than no exercise, and that is about all that can be said for it. It is fundamentally defective, as applied to the needs of the average individual, in that it exercises almost exclusively the lower extremities, precisely the part of the muscular system that necessarily gets a reasonable amount of exercise in the course of the average person's vocational life. The fact that our legs are so much larger than our arms in itself shows the disproportionate share of muscular work that the lower extremities are called upon to perform. Even a man whose life is spent at his desk necessarily gives his legs a good measure of exercise. Scores of times each day, between rising and bed time, he gets on his feet and walks at least a few steps. In the natural course of events, he uses his leg muscles enough to keep them fairly firm and resilient. Very commonly he exercises his legs as much in a day as he exercises his arms in a week.

It is the muscles of the arms, together with those of the chest and abdomen, that preeminently and habitually suffer. Here we find underdevelopment, softness, flabbiness, and the accumulation of unwholesome fat. And it is precisely here that the steering wheel of the motor car may come to the rescue. It is true that the handling of this wheel, particularly if the car is small, is not a very strenuous form of exercise; but that, instead of being a defect, is an essential merit. It is not desirable that the little-used muscles should be called on to make a powerful effort. Their best interests are met by precisely the kinds of efforts that the steering-wheel—supplemented by the handling of the gear and brake lever—calls for, namely, mild but persistent action, which involves, first and last, practically all the muscles of the arms, chest, and abdomen.

When you drive a car forty or fifty miles over average American country roads, or a fraction of that distance in the city, you give your arms and torso a course in purposeful calisthenics that redounds directly to the benefit of your muscles and arteries and heart, and indirectly, but no less significantly, to the benefit of your digestive apparatus and organs of elimination and blood and nervous system. Benefits derived from the actual physical exertion are supplemented by those resulting from the jolting you have received, more or less comparable to the effect of horseback riding, the therapeutic value of which has long been recognised.

The fact is not to be overlooked, moreover, that you have of necessity been in the open air, in effect buffeting the winds, inhaling ample quantities of oxygen to meet the increased needs of your accelerated currents of blood corpuscles; and that digestion and assimilation are thereby facilitated and the toxic products accumulated through your former inaction progressively are in increased measure oxidized and eliminated.

All of which helps to account for the good appetite with which you find yourself provided at the end of your journey; for the undemonstrative but highly gratifying way in which your digestive apparatus takes care of the food with which you supply it; and for the sound and reposeful sleep that you experience a few hours later.

Meantime what of the "nerves" that you thought would be set on edge? What of the irritability, apprehension, worriment which you thought would be accentuated by the responsibility of handling a car? The simple answer is that these have vanished. In the very act of guiding a car, you have necessarily been taken away from yourself. Your mind is inevitably diverted, and some new thing to focalise attention appears at every turn of the road. For the time being, you live objectively. The enticing but health-destroying habit of morbid introspection is forcibly broken.

What this means in the way of promotion of mental health, every one realises to some extent, but only the physician—and in particular the physician who is also a psychologist—can adequately understand. The bane of existence of vast numbers of men and women is that they cannot develop objectivity of thought. They are perpetually given over to more or less morbid introspection. They are forever dramatising their woes. They remember their unpleasant and forget their agreeable experiences. Like Mr. Harrison's neuropathic hero, Queed, but without his compensating ingenuousness, they live in a universe that is all Ego.

The driving wheel of the motor car leads them out of this vicious world of the imagination and projects them into a wholesome world of reality. It makes them concentrate attention hour after hour on objective actualities. It makes them forget the disappointments of social life, the worriments of business, the imminence of financial disaster, real or imagined. Concentrated attention brings healthful mental fatigue; the actual experiences of the day furnish material for wholesome reminiscence; exhilaration and mild exhaustion, physical and mental, are nicely balanced; and presently the brain calls imperiously for the complete rest that is to be found only in sound and reposeful sleep.

Next morning, brain and nerves are "on edge" only in the sense of being keyed up to meet the requirements of the day with avidity, and to carry out a normal regime energetically and efficiently.

Nor is it merely through improved sleep and rested and healthfully stimulated brain and nerves that increased efficiency may result from manipulating the wheel of the motor car. There is another element to which I have referred as volitional, but to which analysis of a different temper might prefer to call spiritual. This is a something less tangible perhaps, yet by no means the least important of the benefits in question, and a something that every motorist who in the beginning lacked self confidence must have recognised or will recognise when attention is called to it.

My own attention was called to this something by a woman motorist who said that driving a motor car had given her an altogether new sense of confidence. The throttled energy of the machine, subjected to her will, sending hither and yon, fast or slow, the relatively gigantic organism of which she felt herself a part—the entire mechanism as responsive to her mandate as her own hands and feet—gave her a new conception of life itself, of the possibilities that were open to her, of the helpful responsiveness of Nature's forces. In a word, the motor had given her a new conception of individual power.

It is this new sense of power, this helpful conception of the almost unlimited possibilities of self-improvement—a conception akin to that which Emerson expressed when he said "The man that stands by himself, the whole universe stands by him also,"—that comes in greater or lesser measure to every modest and retiring soul who has acquired mastery over a motor car. It is an egoistic conception, to be sure; in a sense a return to subjectivity; yet in the final analysis, it is an emotion separated as Zenith from Nadir from morbid introspection. It is a subjective emotion; but outward-looking, visioning the way along the paths of practical success in life.

Such, then, are some of the physical, intellectual, and volitional benefits that lie within the reach of the man or woman who drives a motor car. I would not be understood to imply that the driving wheel of the motor car is a magic happiness; but I do believe that the wide and growing vogue of the motor car should prove a significant influence in the physical and mental and spiritual betterment of our generation.

"SPHINX" NAG.

Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

"Ye know I move swiftly," hissed Nag the Cobra "and never creature of the Jungle was more quiet than I. But listen; the man pack on their flying wagons move yet more swiftly, and my swiftness compared with theirs is like the blunderings of old Hathi the Elephant. It is this thing of steel and fire that giveth the man pack speed and endurance. 'Sphinx' they do call it, for the name signifieth that which endures for all time.

THE SPHINX MANUFACTURING CO.,
Birmingham.—England.

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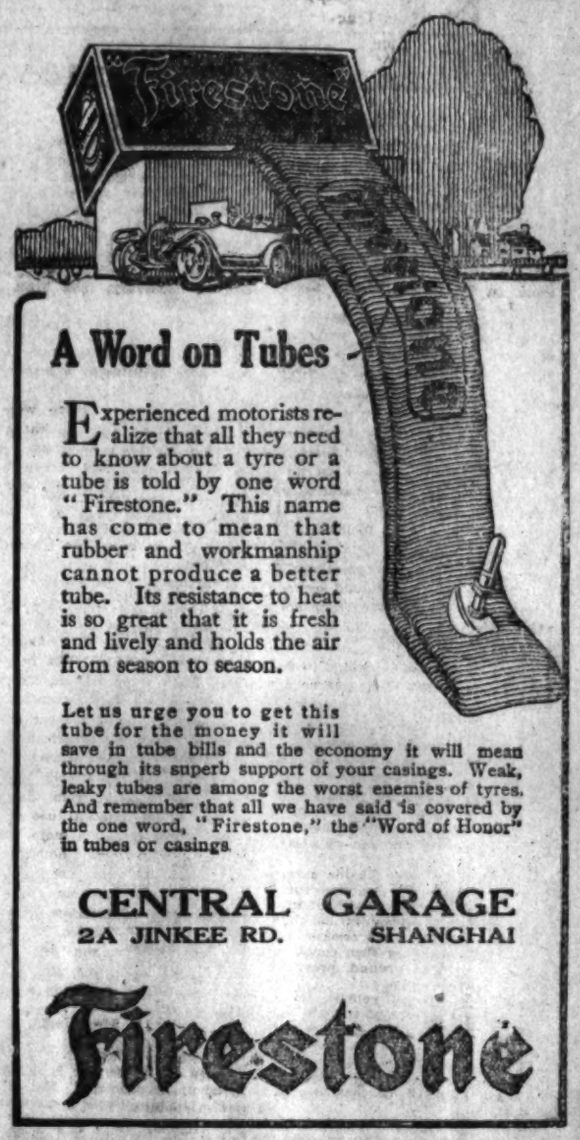

A Word on Tubes

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings

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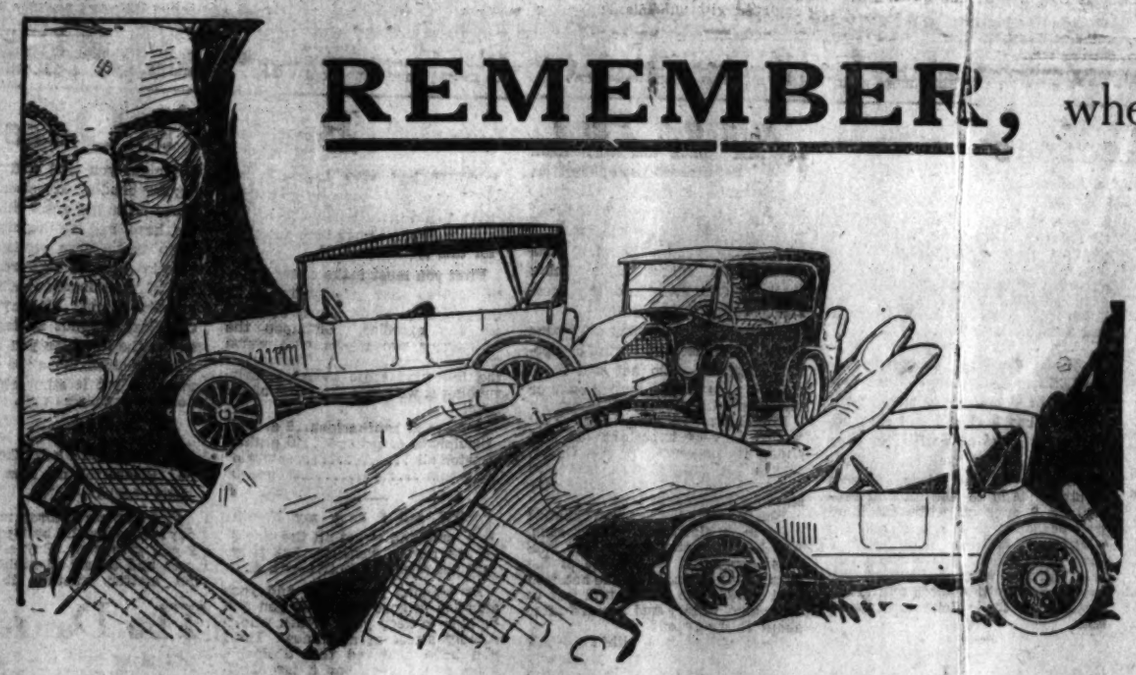

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Health, Beauty And The Home

Efficient Housewives

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

JUST as no stream is higher than its source, so no woman's housekeeping can be any more efficient than she is herself. It is strange that while women are interested in tools and methods and schedules it is so difficult to get them to be interested in themselves.

The basis of all efficiency is health. No matter how perfectly arranged the kitchen or how well planned the work, it will avail nothing if the housekeeper gets headaches or suffers continually from "that tired feeling" and other ills.

One of the most important things for the housewife to remember is that posture greatly affects her efficiency. She should keep the body so balanced as to permit deep breathing constantly and she should never stand so that the abdomen sags or that her weight is unevenly placed on one hip. If the working surfaces in her kitchen and elsewhere are of the correct height she will be more likely to stand erect.

Volumes that might be written could not begin to do justice to the benefits of outdoor sleeping, especially for the woman who works indoors so much of the time. There is no comparison between an outdoor sleeping porch and a room even with the windows wide open. One of the reasons why housekeepers as a class are so prone to headaches is because they work too long in vitiated air. Sleeping outdoors will keep the balance even.

While women are often solicitous about the diet of the members of their families, they are often neglectful of themselves. For instance, many women continually "eat on the hoof," as the old woman said. By this she meant eating standing up, taking a "snack" instead of sitting down to a regular meal. This happens far too often. A woman will become very busy and in the midst of a piece of work will not take time to sit down, but will just pick from the ice box. Of course, she naturally eats too fast and her food does not agree with her or nourish her.

Again, she may eat too often because being around food it tempts her more. Or she may become a coffee fiend and rely on frequent cups of it to buoy her up. All of these habits are detrimental to her health and to her efficiency in work.

Many women need to know that the "tired feeling" from which they suffer is not due to work fatigue, but to poison fatigue, caused by inadequate body elimination. They think they are tired and imagine it is because they are working too hard, when, on the contrary, they are being slowly poisoned by the waste products in their system. To eliminate these they should drink water freely, eat quantities of fruit and, if necessary, take bran and mineral oils.

Many think that housework is exercise; but it is not unless done violently with the windows wide open and preferably in some costume like bloomers. It is a fact that housekeepers assume the middle-aged "married" look far sooner than women of the same age engaged in outside occupations. And the reason is largely because they do not exercise enough. Why should not the housekeeper indulge in some sort of sport, or, at least, walk several miles a day in the fresh air to keep her fit and in form?

Too many housekeepers do not have a stimulating ideal about their work. They regret the days when they were business women or long to be teachers, or envy women in other occupations. They allow their work to become monotonous and drudgifying and hence, of course, are not stimulated.

Now, the person, either man or woman, who allows mental interest to lag is dead, no matter how much alive the body may be. And surely in this wonderful victory year no woman has any reason to complain of lack of stimulating interest.

But more than this, she should look at her work as an interesting profession, as a job with the same possibilities as any outside of the home position. Is it the pay envelope every Saturday night which makes business women more keen? Or is it because their work has a professional standing? I think it is because housework is the one occupation where there is no competition.

Naturally, if Mrs. Smith knows that she married into a life job from which nothing but death or divorce can shake her, is she going to try to be efficient? No. She is going to slump along in most cases, take things the easiest way and follow the hardest and most old-fashioned methods. But if she only knew that there would be a score of applicants applying to be Mrs. Smith if she didn't make a success! Then see what would happen!

It is the author's personal feeling that every woman who marries and expects to assume home and family responsibility, should be obliged to pass a State or national qualification test. Men are refused admission to the army or navy for every trivial defect; the teacher must pass several examinations before she is allowed to guide the destiny of some thirty children; the office man must fulfill a dozen different qualifications before his employer engages him for even a ten-dollar-a-week job.

But the woman who is to bear children and have their care for at least fifteen years, who is to found a home which shall stand for ideals of living and conduct; the woman who will spend in the aggregate $20,000,000 per year in buying for her family—she is allowed to take up this responsibility merely by signing her name on the register of a city clerk. And then we wonder at the number of divorces, the terrible national waste, the poorly fed children and the long train of other evils which social workers deplore and try to remedy.

Comparisons are always odious, and we have much to be proud of in our glorious country. Nevertheless the business of being a housewife is a matter of more serious moment in France, in Holland, in Italy or in England. There the bride's thrift, her experience in household affairs, her efficiency is listed high by her parents and by the prospective bridegroom. When a young man there marries a girl he usually has advance assurance that she knows something about her future profession.

It is not the girls in this country who are to blame, but rather their mothers, who from a mistaken sense of values, lay too little emphasis on the home and training for its activities. There is no excuse for any girl not having a general understanding of home-making subjects. Every girl should be expected to be intelligent enough to cook the food she eats and to make the clothes she wears.

But efficiency, after all, has for its foundation health, good habits of living and active mental interests. The housekeeper must qualify in these before she is able to manage her household well.

"No wonder that every woman covets the beauty of a smooth, clear skin."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO

A Rose-Leaf Skin

By Lina Cavalieri,

The Most Famous Living Beauty.

ONE of the most precious gifts a woman can receive is the rare boon of a lovely complexion. Some are born with a fine skin and some are able to acquire it. But even the most perfect skin in the world is benefited by following carefully a few hygienic rules which will also help to build you up physically and thus greatly enhance your usefulness and joy.

With a smooth, clear skin, sparkling eyes and soft, lustrous hair, a gracefully proportioned figure and radiant health, a woman can have the courage to do and dare. She can accomplish many things hitherto denied her and success will crown all her efforts.

Is it any wonder, then, that every woman covets this beauty? Many of you spend many weary days in misdirected effort with outside pastes and lotions alone. These are good and will give most excellent results in nearly all cases, but I want to assure you that nothing can take the place of a continued and healthy activity out of doors. An indoor life of nervous excitement, late hours, unhealthful emotions, or a regime of over-feeding or of physical activity carried to the point of over-exhaustion will slowly but surely undermine the loveliest complexion in the world.

Sallowness and blemishes of every kind are usually an indication that you have been violating some of nature's beneficent laws. Such things as unpleasant looking pimples, a red and inflamed nose or enlarged pores all prove that somehow you have failed to keep the skin in a healthy condition. Intelligent care and constant cleanliness will keep the skin so wonderfully exquisite in texture that no comparison can do it justice.

I want to impress upon you first of all that the waste matter of the body is frankly poisonous if retained in the system. You must watch all the organs of elimination with the greatest care. Your diet will play an important part in this. I cannot give a complexion diet here, but you must learn to eat only those things that you can digest well, and learn to regulate your daily physical condition so that your health is always maintained at a certain standard by a wholesome diet of fresh vegetables and fruits and the right amount and kind of drink, baths and exercise.

For instance, oranges are said to exercise a most beneficial effect upon the action of the liver and so upon the skin itself. Marvelous effects have been attributed by famous beauties in the past to the use of many oranges in the diet. Indeed, I have been told that a diet of rare beef and oranges can work a positive transformation in the most unsightly skin in a very short space of time.

Cleanliness of the skin is one of the first and most important requirements in acquiring a good complexion, and the diversity of methods for obtaining this is astonishing, but it is usually wise to find out by individual experiment what is best suited to your needs.

The treatment which I have decided is most adapted to my skin is a bath night and morning in very warm (not hot) water, and a good, pure soap, like castile. I always insist upon using soap at night to cleanse the pores of all the impurities that have accumulated during the day, but in the morning, sometimes, I do not find it necessary to use soap. When the skin is thoroughly cleansed, then I rinse the face in cool (not cold) water, to which a few drops of benzoin have been added.

After cleansing the face thoroughly at night, I seldom omit the cold cream bath afterward. For a dry, harsh or roughened skin there is nothing that can take the place of a five or ten minutes' gentle massage with a good emollient cream.

Of course, if you have any blemishes or maladies of any kind afflicting you, then this is the time they should receive attention also. For blackheads I sometimes recommend scrubbing the affected parts with green soap, using a complexion brush. After the blackheads have been pressed out, then put some cold cream on the affected parts to heal the irritation. Rosewater is good for this also.

I have known unsightly looking double chins to be removed by bandaging them persistently in cloths wet with witch hazel, which is an astringent. In applying it you should try to press the muscles upward from the side of the face, using all the strength you can coax into your hands.

A red nose is usually caused by the excessive use of alcohol or by some form of indigestion or imperfect circulation. Loosen your clothing wherever it is the least bit uncomfortable or tight, whether it be your collars, garters, corset, belt, gloves or shoes. Eat only the plainest of foods, little meat and many vegetables and salads and much fruit. You should also drink water very freely.

Tested Chicken Recipes

By Mary Lee Swann, *Principal, Scudder School of Household Arts.*

Chicken (Mexican Style).

COOK 1 disjointed fowl until tender in water to cover. Then skim it and cut into small pieces. Shred 6 green peppers and finely slice 1 or 2 onions and cook them until tender in ¼ cup oil or butter substitute. Add 2 cups thick tomato pulp, season to taste with salt and pepper and pour, while still hot, over the chicken. Serve hot.

Smothered Fried Chicken.

DRESS and disjoint a tender chicken. Roll each piece in flour and brown in a frying pan in equal parts butter and lard, dredging lightly with salt and pepper. Turn once or twice. Brown evenly. Then place chicken in pan, or on a platter, dot with a little butter and steam about one hour. Add enough cream or rich milk to make as much gravy as needed. The gravy may be thickened with a little flour paste.

Chicken Salad.

MIX 2 cups of diced cold chicken (using all white meat or all dark meat or half of each) with 1 cup celery diagonally sliced according to the Chinese custom. Marinate with a mild French dressing, drain well and mix with cooked dressing. Mayonnaise may be used if more convenient. Arrange on beds of heart lettuce leaves and garnish with ripe, green or stuffed olives, curled celery or finely chopped colored aspic jelly.

Chicken Pot Pie.

DRESS and disjoint a fowl. Try out ⅛ cup of diced salt pork and in the fat brown the chicken. Add 3 cups of boiling water and simmer until the chicken is tender. Season to taste with salt and paprika, add ¼ cup flour blended with ⅛ cup cream or milk. Stir until smooth and bring to boiling point. Line a greased casserole dish with a piece of rich baking powder biscuit dough. Pour in the chicken mixture, place a round piece of the dough over the top and with a fork or with the fingers press the dough down on the edge of the casserole. Prick with a fork, place in hot oven and bake until brown.

Plain Chicken Marengo.

DRESS and disjoint chicken and fry in ¼ cup oil or butter with a bit of bay leaf, a small sprig of parsley, a clove of garlic and 3 or 4 shallots. When well browned remove from oil and place on back of stove. Add to the oil and seasonings 2 cups of white stock or well seasoned liquid in which the wings, neck and feet of the chicken have been boiled. Then add 1 egg yolk, diluted with a little of the stock. Stir until smooth and thick, strain over the chicken and serve hot.

Chicken Stew.

DRESS and wash a large chicken and separate at joints. Then cook it in water or broth about ½ hour. Chop ¼ pound of bacon and cook it in frying pan with 12 small white onions, 2 finely sliced carrots, 5 or 6 sliced chestnuts and a handful of mushrooms, cut into slices. If desired a little butter may be added while the vegetables are cooking. Add to chicken, season with salt, paprika, a bit of mace or bay leaf and cook gently one hour. Serve hot. The mushrooms and chestnuts may be omitted.

YOU MIGHT TRY---

For Tea and Coffee Stains.

WET with cold water, cover with glycerine and let stand two or three hours. Then wash with cold water and hard soap.

Saving the Linen.

DARN the weak places in linen before the holes appear and you will make it last much longer.

Warm Feet for Baby.

MAKE baby's night dresses with a wide band, which can be fastened by buttons at the centre front and back.

Whipping Cream.

A TINY pinch of salt added to cream just before whipping will make it whip to surprisingly large bulk.

Cross Stitch Initials.

INSTEAD of marking linen with pen and ink, rubber stamp or name-tape try working the initials in cross stitch.

For the Sink Drain.

ONE-quarter pound of copperas dissolved in two quarts of boiling water is the best thing for cleaning out a clogged sink drain.

Green Pickles.

THE secret of keeping pickles green is to keep them closely covered from light and air both while cooking and after being put away in jars.

Damask Laundry Bags.

OLD damask made into laundry bags and dyed to match the room's color scheme adds wonderfully to the appearance of a bedroom.

Gingered Doughnuts.

A QUARTER teaspoonful of ground ginger added to doughnuts before frying gives them a delicious flavor and prevents their absorbing too much fat.

Uncurdled Custard.

CUSTARD can be kept from curdling if the cups in which it is to be baked are put into a pan half filled with cold water instead of hot.

Cream with Medicine.

POURING medicine into a spoonful of sweet cream will hide its bitter taste, especially if a spoonful of the cream be taken just before the medicine.

Canning Peas

ONLY young and very fresh ly gathered peas should be canned. Peas are best gathered in the early morning when cool. Work rapidly from the moment they are gathered. Peas should not stand after being shelled. Get them into the previously boiled jars rapidly.

Shell and sort, putting only peas of the same size and degree of ripeness together. Do not use hard, mature peas among tender ones or big peas with very small ones.

Blanching (dipping into hot water) is very important. If well done, it prevents cloudy liquor, makes the peas tender, and also removes some of the gluey substance which coats them.

Blanch by dipping the shelled peas in a clean cheesecloth sack, into boiling water one to four minutes, depending on the age of the peas. Put instantly, while hot, into cold water (one teaspoonful salt to one quart water) and remove after about thirty seconds.

Drain and pack to within one-half inch of the top of the previously boiled jar. If the jar is filled too full, a few peas at the top may burst and make the liquor cloudy.

Add seasoning (one-third level teaspoonful salt and two-thirds level teaspoonful sugar to the quart) and fill with hot water and paddle well to remove all air bubbles. Partially seal jars.

Processing with steam under pressure is recommended. Process pint jars forty-five minutes under a pressure of ten pounds. Seal immediately and cool in a draft-free place. When cold test carefully for leaks and store in a cool, dark, dry place.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Baked Rhubarb, Cereal, Coffee.	Strawberries, Cereal, Poached Eggs on Toast, Coffee.	Fruit, Oatmeal, Muffins, Coffee.	Baked Prunes, Flaked Fish Cakes, Coffee.	Cataloupe, Spanish Omelet, Toast, Coffee.	Cereal, Sliced Bananas, French Toast, Rhubarb Jam, Coffee.	Stewed Fruit, Oatmeal, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Minced Mutton with Tomato, Banana Salad, Iced Tea.	Asparagus Loaf with Cream Sauce, Muffins, Fruit Gelatine, Foamy Sauce,	Potato Salad, Garnish of Thinly Sliced Smoked Salmon, Brown Bread, Iced Tea.	Fried Egg Plant, Tomato Sauce, Reheated Muffins, Hermits, Iced Tea.	Scalloped Onions, Noisette Bread, Lettuce and Tomato Salad, Jellied Apples.	Fish and Rice Croquettes, Tomato Sauce, Quick Corn Bread, Prune Whip.	Broiled Beef Balls, Brown Gravy, New Potatoes, Buttered Beans, Heart Lettuce Salad, French Dressing, Creamy Rice Pudding.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Clear Vegetable Soup, Crackers, Tuna Fish with Caper Sauce, Steamed Rice, Green Peas, Pineapple and Cream Cheese Salad.	Cottage Pie, Sugared Carrots, Lettuce Salad, Rhubarb and Banana Shortcake, Coffee.	Fruit Cocktail, Pot Roast of Lamb, Potatoes, Chinese Cabbage, Maple Custards, Coffee.	Emergency Soup, Cold Roast Lamb, Stewed Asparagus, Cress and Mint Jelly Salad, Steamed Pudding, Hard Fruit Sauce.	Boiled Fish, Egg Sauce, Buttered Macaroni, Stewed Corn, Asparagus Salad, Corn Starch Blanc Mange, Fruit Sauce.	Cold Boiled Tongue, Molded Spinach Salad, New Rye Bread, Blackberry Jam, Iced Tea.	Cream Cheese and Currant Jelly Salad, Iced Tea.

Beauty's Question Box

I ONCE had very lovely hair, but now it comes out so much that I am greatly discouraged. Kindly give me your best pomade for this trouble.—H. B.

First you must make every effort to build up your general health by the proper diet and plenty of fresh air and exercise. Shampoo the hair every two weeks with warm water and castile soap. Then apply the following tonic to your scalp, rubbing it well into the roots of the hair:

Tincture of cantharides	2 drams
Bisulphate of quinine	10 grains
Castor oil	1 dram
Bay rum	6 ounces

HOW can I keep my breath smelling sweet all the time? I use mouth pastilles, but they are not always effective.—G. A.

By keeping your teeth and your stomach in good condition you will be able to keep your breath wholesomely sweet at all times. Until you have achieved this desirable state you might keep a jar of bicarbonate of soda on your bathroom shelf and take a teaspoonful in a glass of water whenever needed. You should also drink a glass of water every morning on arising and make your diet chiefly of fruit and vegetables.

MY abdomen protrudes considerably and sags in such a way as to spoil my figure entirely. How can I get it back to normal size and position?—M. R. P.

For a sagging and conspicuous abdomen, you will find the slow, regular bending exercises are best. Stand with the arms raised above the head and the palms forward. Keep the elbows straight. Then practise bending forward until the tips of your fingers reach the floor in front of you. Also try thrusting the clasped hands as far back between the knees as you can. This not only strengthens the abdominal muscles, but it stimulates the abdominal organs as well.

I AM so pale I look like a ghost. Please tell me how to obtain rosy cheeks.—V. N.

Can you walk three miles every day? That is the best prescription I can give you. Buy a new raincoat and a pair of rubbers. Then no matter whether it rains or shines the walk must never be omitted. Also you must look carefully after your diet. Eat such things as beets, string beans and spinach, which have plenty of iron in them, and make your dessert, as a rule, consist of some variety of stewed fruit, which is most excellent for a pale complexion. Dashing cold water on your cheeks also coaxes the blood to the surface and improves the texture of the skin.

MY hair is inclined to be very dry and brittle. Please tell me of a good tonic that may be used to counteract this.—J. C.

For dry hair you will find this tonic is one of the best:

Sweet almond oil	3 ounces
Oil of rosemary	1 ounce
Oil of bergamot	10 drops

The Danger of "Food Sprees"

IN many lives the stomach is a literal "beast of burden." At any time, without rhyme or reason, it is loaded with a heterogeneous mess, says Dr. Robert S. Carroll in "The Mastery of Nervousness."

Modern society makes demands upon digestion only less barbarous than the orgies of the heathen. At morning functions, afternoon functions, evening functions, foods are served which would tax the digestion of a hod-carrier. The richest of salads, spiked punch and afternoon tea, cakes, creams and bonbons, sandwiches fairly oozing richness, are all smilingly downed with compliments to "mine host."

Many are so weak of will or mind as to be unable to go from one meal to another without popcorn or peanuts, ice cream sodas or phosphates, beer and sandwiches or cake and preserves. To press food or wine upon every guest is still a common standard of hospitality—a pride of entertainment which ignores possible discomfort or damage.

Regularity in food insures for the stomach some of that habitual certainty of action, the lack of which in heart control would have long since eliminated the majority of the human race. "Not that any normal individual should convert himself into a time-indicator and be a slave to the clock, but reasonable regularity, essential moderateness and simplicity in foods promise health, comfort and nervous efficiency.

"Food Sprees"

There is no question but that the healthy man can, with practical impunity, go on a "food spree" now and then. At his alumni banquet, on the trip back to the old home farm, at the hunting camp and on other state occasions he can digest and assimilate even an excess with comfort—provided he has earned his reserve of force.

But many live too close to their margin for this. Many more live in a way that makes them chronically toxic, and food excesses but hasten the day of reckoning and retribution.

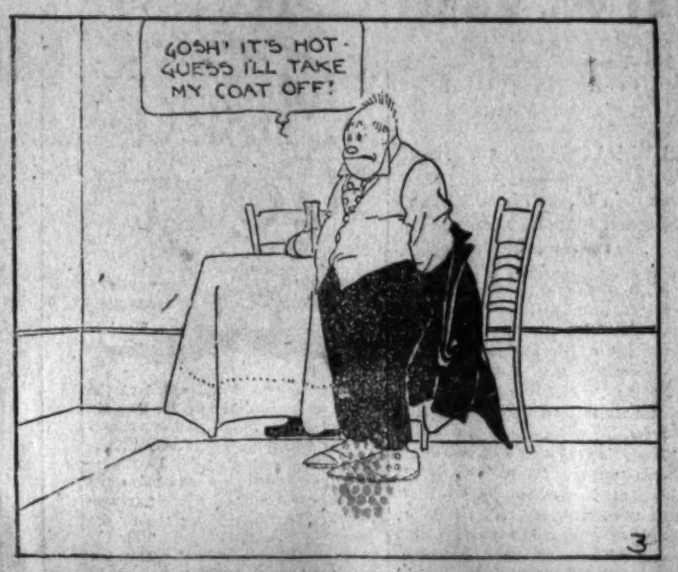
He who earns his bread by the sweat of his brow needs three good, hearty meals. The brain-worker is distinctly better off with two. A simple breakfast, as one of fruit, cereal, eggs, potatoes and toast; a lunch of whole-wheat bread sandwich and buttermilk, and a four or five course dinner, with a small portion of one of the milder meats, will bring him to the end of a year in obviously better condition, more fit for the cares and demands of life, distinctly more clear-brained and nervously comfortable than is possible upon three heavy meals in imitation of his muscle-worker brother.

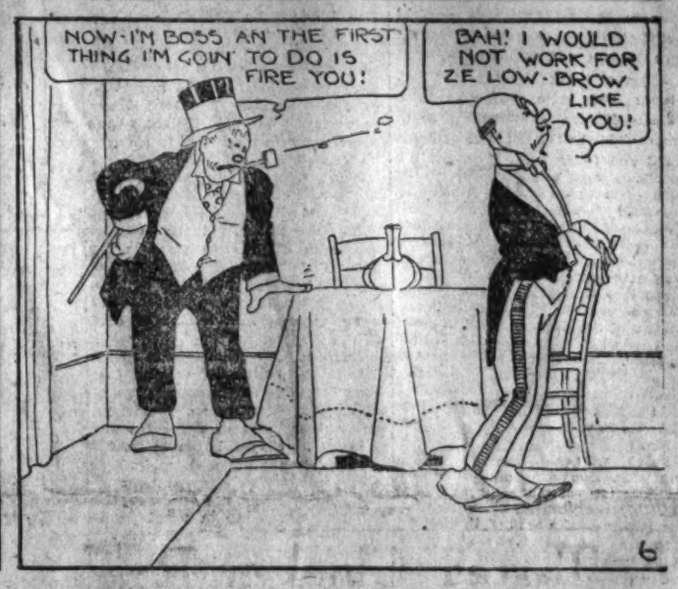
There are some in whom overeating is a disease which becomes a veritable food mania, with demands as insatiable and unreasonable as those of the drunkard for his cups, and overeating will probably always be associated with under-thinking, and high living with low efficiency.

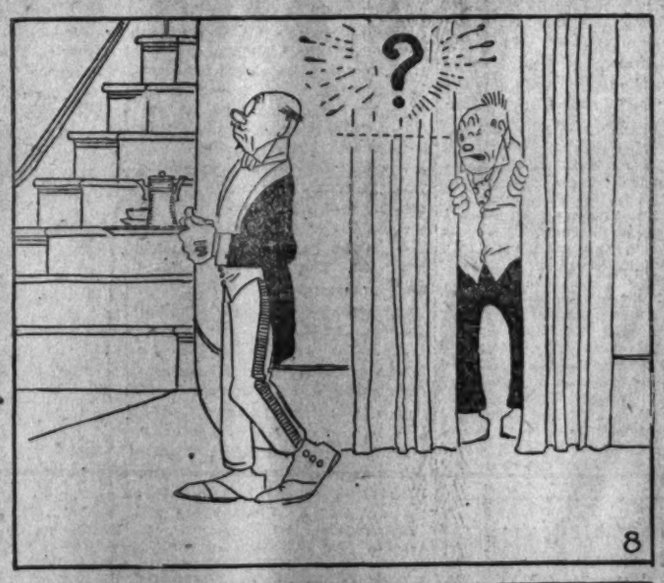
Sporting and Comic Picture Section

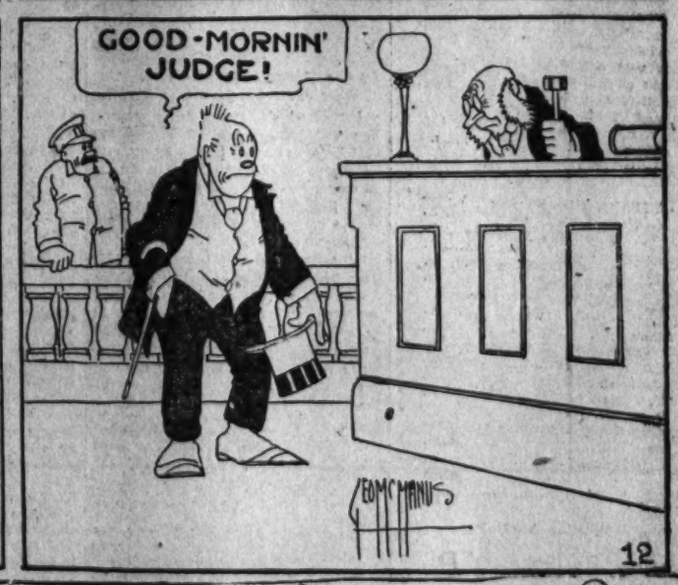
Sunday, August 10th, 1919

Bringing Up Father









SHANGHAI, SUNDAY, AUGUST 10, 1919

RECS BEAT S.C.C. BY ONE WICKET

Club Team Loses 113-115 In Close Game; Good Fielding Seen

POLICE LOSE TO CUSTOMS

Uncertain Weather Leaves Teams Shorthanded; Cooke's XI Defeats Anderson's String

With the Weather Clerk trying hard to give local sportsmen and their various games the K. O. cricketers and others sallied forth and carried out their plans to schedule yesterday, although some of the teams took the field short of players.

The principal event of the afternoon's cricket schedule was the Shanghai Recreation Club's clash with the Shanghai Cricket Club on their own ground. Capt. Main losing the spin of the coin had to take to the field, Clifford sending out Deeks and Pearson, J. M., to face Bhoora and Ollerdessen.

Pearson being bowled by Ollerdessen before he had scored, a Milner—Bhoora combination being responsible for the disposal of Hayward and Clifford for 3 and 2 respectively and Wilson making very sure of a chance from Knight to Bhoora's bowling, the first four wickets of the S. C. C. fell before the score board had been able to show 30 up. Tommie Pearson and Deeks then made things look a bit more like it and after the former had compiled 20 he had to take the shelter of the pavilion, due to being well held by Ollerdessen to Manley's bowling. Deeks and Monk carried on until the former was at last disposed of bowled by Ollerdessen for 49, the highest tally for the visitors and one in which few chances were given.

Monk, with 17, Taylor, with 9 and Mr. Extras down for 9 the innings was brought to a close for 113.

Fielding on the part of the homesters was good and the assistance rendered by Bhoora with 4 for 25 and Ollerdessen 4 for 43 was responsible for the low score of the visitors.

After the interval Milner and Ellis were sent out to face C. R. Cooper—lately returned to this port after an absence of some years in Hankow—and Read. Milner was run out when the score had reached 39, of which his share was 24. Bhoora fell to Cooper through the medium of Read after picking up 4, then Ellis went down to Grimshaw on the change of bowling, having picked up 26. He was well caught by Cooper. Willis and Andrew Clark, lately returned from the front, then started out well but the latter was too eager and Clifford found his wicket after 9 had been credited to Clark. Willis was bowled by Grimshaw after he had scored a well-earned 28. Interest at this point began to run high and after Quincey and Manley had been disposed of a wild throw-in by Clifford gave Main and Wilson the opportunity of crossing between the sticks 5 times, thus giving the homesters the game.

Coco Ollerdessen was nicely caught at point by Clifford and with Bertie Ollerdessen not batting the game was brought to a close, the Recs having scored 115, two more than their opponents and a wicket to spare.

Fielding on the part of the visitors was never brilliant but at all times sound and but for Clifford's overthrow the tide might have turned in their favor. Grimshaw did very well with the ball, taking 5 wickets at a cost of 17 runs.

The figures:

S. C. C.

S. J. Deeks, b. C. Ollerdessen	49
J. M. Pearson, b. C. Ollerdessen	0
A. W. Hayward, c. Milner, b. Bhoora	3
W. C. G. Clifford, (Capt.), c. Milner, b. Bhoora	2
C. Knight, c. Wilson, b. Bhoora	0
T. G. Pearson, c. C. Ollerdessen, b. Manley	20
W. J. Monk, st. A. Ollerdessen, b. Wilson	17
W. S. Read, c. Main, b. Ollerdessen	0
L. G. Taylor, c. Main, b. Bhoora	9
C. R. Cooper, not out	3
R. Grimshaw, c. Main, b. Ollerdessen	1
Extras	9
Total	113

Bowling Analysis

	O.	M.	R.	W.
C. Bhoora	17	6	25	4
C. Ollerdessen	16.1	2	43	4
W. Manley	7	2	18	1
W. Wilson	7	2	18	1

S. R. C.

F. Milner, run out	24
J. J. Ellis, c. Cooper, b. Grimshaw	26
C. H. Bhoora, c. Read, b. Cooper	4

(Continued on Page 3)

Smiles from the Mixed Court

When Zung Foh-nyi called at the home of Tsang Yih-ding on Chengtu Road a few days ago and announced that he was from the Municipal Electricity Department and had come to clean and polish up the bulbs and chandeliers—"no, not a cent; it was part of his duty"—Tsang rapidly developed a more mellow regard for the City administration and told the visitor to come right in and go as far as he liked with the furbishing.

After showing Zung where the various incandescents in his establishment were located and remarking apologetically about how hard it was to repel dirt and dust in that neighborhood, Tsang went back to his easy chair in the front room to cogitate further on the kindly thoughtfulness of the village fathers. After awhile it began to beat upon the householder's consciousness that, though he had resided in these same premises for many years and had been a regular subscriber to the Municipal voltage, this was the first time that anyone had ever been sent around to dust off the fixtures.

Giving a little more intense reflection to the matter he recalled that Zung had none of the appearances of an electrical worker or city employe, so far as costume or equipment was concerned. Unease began to trouble Tsang. Then it occurred to him that if the man were really sent out by the Department he would have a card of authorisation or a certificate of ability or something of the sort stowed away about his person. He decided to go and ask for a glimpse at this card.

Tsang stepped briskly to the room where he had left his caller and where there were enough lamps to have kept him busy for three-quarters of an hour. The room was extremely unoccupied. So far as he could tell by a very hasty glance around, Tsang thought he could detect the absence also of a number of articles which had previously been there, including a pair of ivory and gold mounted chop sticks which had been on the table.

The time devoted by Tsang to contemplation of the benevolence of the Electricity Department could not have been very long for Zung had only got about a hundred yards down the street when the irate householder came up with him, noting, as they met, the ends of the fancy chopsticks protruding from a pocket.

Subsequent proceedings proved that Zung really wasn't an electrician employed by the S.M.C. He was a tailor, between periods of unoccupation. Zung is entering upon one of these periods now—for twelve months' duration—and when he starts tailoring again he will have to work up a clientele in some new neighborhood outside the Settlement boundaries.

Strange Occurrence On Kashing Rd.

Dzung Zung-sung was about twenty feet from French territory, going south, when a C.P.C. stationed on Avenue Edward VII saw him. The traveller to foreign parts was carrying a bundle of clothing under one arm. The C.P.C's. appraisal of Dzung was that he didn't look affluent enough to have a spare suit of clothes and that he was moving too fast to be a runner for a laundryman. So he took Dzung to the station, the latter making incoherent remarks.

Dzung said in court that it was like this: he was walking along Kashing Road. When he was just in front of No. 1429 a silk jacket and a pair of cotton trousers came fluttering down from an upper window. He regarded this as strange but obviously not impossible. Picking up the garments he continued walking down Kashing Road. When he came opposite No. 108 lo and behold, another complete outfit came dribbling over a casement into the street. Adding this to the previous collection Dzung started for Frenchtown to talk the phenomenon over with a friend, being arrested en route.

The tenants at Nos. 1420 and 108 gave different versions, generally to the effect that Dzung had entered the respective premises and removed the clothes from points from which it would have been impossible for them to have reached a window unaided. The police chipped in with the information that Dzung had been thrice previously convicted in that court and once expelled from the Settlement.

Nine months for Dzung and another banishing.

INDOOR SPORTS By Tad

YES - I HEARD ALL ABOUT IT - I KNOW THAT YOU WEREN'T HOME THAT NIGHT - YOU WERE IN A PARTY WITH THOSE ACTRESSES - DON'T LIE TO ME ELMER - YOU CAN'T FOOL ME
AND THEN A LOT MORE
HE WAS INVITED OUT FOR DINNER BY THEM
THE OLD STALL WANK
I THOUGHT THAT I WAS HOME - FOR AWHILE
YES - YOU MIGHT SAY THAT THIS RESTAURANT HAS HOMELIKE SURROUNDINGS
INDOOR SPORTS.
LISTENING TO A GUYS WIFF PUT HIM ON THE PAN WHILE THE INVITED GUEST HAS TO SIT THERE AND PLAY THE PART OF A DUMB ISAAC.

CLAY BIRD SHOOTING TO RESUME TODAY

Pigeon Club To Revive Trapshooting On New Grounds

Clay pigeon shooting, discontinued during the war, will have its revival this afternoon when the Shanghai Clay Pigeon Club will resume activities in a new location on Hungjao Road.

The first shot officially reopening the sport will be fired at 5 p.m. by Mr. J. W. Jamieson, C. M. G., Acting British Consul-General, and there will follow a competition, open to members and their friends, for the "Peace Cup," presented by Mr. James Ambrose.

The new shooting grounds on Hungjao Road have been kindly offered to the various clubs for the purpose by Mr. George H. Potts and consist of an 80 mow plot on which all arrangements have been completed for today's sport. The club grounds of the Shanghai Gun Club on Kiaochow Road have been sold and the Navy League grounds, used by the Clay Pigeon Club, have been so built around that there can be no more shooting there.

It is hoped to launch a regular schedule of shoots in the near future and provided Tientsin and Hongkong have reopened their clubs an attempt will be made to revive the former annual competition for the interport Murray cup shortly.

At The Theaters

The final episode of "The Lightning Raider," which features Pearl White and Warner Oland and has been drawing big houses at the Apollo Theater, will be shown tomorrow, Tuesday and Wednesday nights. Pathe's American Gazette and Prince Wiffles in a comedy film, "Number 30, Series 10," round out the Apollo program for the first half of the week.

Beginning Thursday night a five-part comedy drama, "Father and the Boys," will head the Apollo program. Tonight's bill features George Walsh in "The Beast." The 13th and 14th episodes of "The Lightning Raider" will be screened at the Apollo this afternoon.

Charlie Chaplin and his first $1,000,000 picture, "A Dog's Life," is the attraction at St. George's Garden tonight. Pathe's Gazette and other films will complete the bill.

"The Lonesome Chap" with House Peters and Louise Huff, will be seen at the Victoria Theater tonight. The picture is a Paramount production and is in five parts.

At the Isis Theater tonight, "Sudden Jim," a five-part Triangle film, will be shown. Charles Ray heads the cast. This afternoon the program will be headed by the ninth and tenth episodes of "The Lightning Raider" and will include Chaplin and Triangle comedies.

Beginning tomorrow night the management announces the 11th episode of "The Lightning Raider" and "Gorky, the Demon Detective," a three part picture.

Summer Polo Gymkhana Successfully Carried Off

The much delayed Summer Gymkhana of the Shanghai Polo Club took place yesterday afternoon in weather which was none too favorable. A good attendance of the fair sex participated in and viewed the many and varied events of the afternoon, together with members and male guests of the S. P. C.

The opening event of the afternoon, a polo match between the Light Horse and the Club, resulted in a win for the Club by 3 goals to 1. The match lasted two chukkas, in the first of which Wilson for the Light Horse and Heard for the Club scored a goal apiece. The second chukka brought two more tallies for the Club through the medium of Rowe, thus giving the Club the match. The Light Horse were represented by Messrs. Robinson, Boyd, Grierson and Wilson while the Club had Messrs. Hickling, Heard, Rowe and Springfield.

The second event of the program, the Post and Ball Race, was won by Crokam in great style, he just taking the event from Wilson by a close head. The Chuck and Chance It, the third event, was won by Mrs. C. Wingrove and Mr. Robinson in a walk. The Bending Race went to Mr. Hayes and the Humble Puppy Polo Match was won by the Reds to the tune of 3 to 1. Heard was responsible for the tallies for the winners while McCulloch brought the lone point for the Whites.

Event VI, Aunt Sally, in which the fair sex again rendered assistance, fell easily to Mrs. C. Wingrove and Mr. Robinson. The Triple Jump was a win for Mr. Robinson on Jutland, with Messrs. Boyd and Schoch on Tiga and Antonio taking second and third place respectively.

The detailed results follow:

Event 1.—Polo Match, Light Horse v. Club.

Light Horse.	Club.
H. G. Robinson.	N. W. Hickling.
C. C. Boyd.	A. J. P. Heard.
R. C. Grierson.	E. B. Rowe.
G. L. Wilson.	M. O. Springfiel

Won by Club. 3 Goals to 1

Event 2.—Post and Ball Race.

1st heat won by G. L. Wilson.
2nd heat won by E. B. Rowe.
3rd heat won by W. G. Crokam.
Final won by W. G. Crokam.

Event 3.—Chuck and Chance It.

1st heat won by Mrs. Priestley and Mr. Heard.
2nd heat won by Mrs. Wingrove and Mr. Robinson.
3rd heat won by Mrs. and Mr. Crokam.
Final won by Mrs. Wingrove and Mr. Robinson.

Event 4.—Bending Race.

1st heat won by G. L. Wilson.
2nd heat won by J. A. Hayes.
3rd heat won by W. G. Crokam.
Final won by J. A. Hayes.

Event 5.—Bumble Puppy Polo Match.
(Sides selected on the field).
Won by Reds by 3 Goals to 1.

Event 6.—Aunt Sally.

1st heat won by Mrs. Wingrove and Mr. Robinson.
2nd heat won by Mrs. and Mr. Hickling.
Final won by Mrs. Wingrove and Mr. Robinson.

Event 7.—The Triple Jump.

1st, Mr. Robinson on Jutland.
2nd, Mr. Boyd on Tiga.
3rd, Mr. Schoch on Antonio.

Grand Aggregate Cup.—Kindly presented by Mr. Brodie Clark to be won by the competitor scoring the most points during the afternoon.

Won by Mr. H. G. Robinson.

Season's Tournaments.

Tournament "A."—Messrs. Boyd, Hayes, Springfield and Crokam.

Tournament "B."—Messrs. Hickling, Rowe, Crokam and Hine.

At the conclusion of the afternoon's entertainment, Mr. C. C. Boyd, President of the Club, in introducing Mr. Jamieson, British Consul-General, spoke of the pleasure all had had in witnessing and partaking in the overdue Gymkhana and, after Mr. Jamieson had presented those successful with their many and useful trophies, called for three cheers and a tiger for Mr. Jamieson. Mr. Jamieson in reply expressed the honor and pleasure the Club had bestowed on him in asking him to perform the function of distributing prizes to those successful in the afternoon's sports and congratulated the Club and those responsible for the success of the day. In response to a call from Mr. Hayes, the Secretary of the Shanghai Polo Club, three hearty cheers and a tiger were given for those ladies who had so readily come forward and made the afternoon the success it was. The efficient work of the gentlemen acting as judges came in for much praise.

The officials in charge of the gymkhana were:

Judges.—Messrs. C. R. Burkill, P. Crighton and W. B. O. Middleton.

Committee.—Messrs. C. C. Boyd (President), H. S. Lindsay, E. R. Hooper, M. O. Springfield, G. L. Wilson, H. G. Robinson and J. A. Hayes. Honorary Secretary and Treasurer.

Long Tack Sam Tonight

Tonight will be the last chance to see Long Tack Sam and his troupe of magicians, jugglers and acrobats at the Olympic Theater. Last night, the theater was well filled by an appreciative audience.

The performance of the Long Tack Sam Company is one that is seldom seen here. Long is one of the two Chinese entertainers who made good with a vengeance on the stage in Europe and the United States. The present Company will soon leave for America, under contract to perform on the Keith Circuit.

The variety show given by the company at the Olympic is one that is worth seeing. It is something new to Shanghai and proved popular with local audiences Friday night and again last night.

STEIL AND WILHOIT WERE SERIES STARS

Manila Third Sacker Led Hitters; Cy Has Best Fielding Average

Bobby Steil, with ten hits for a total of 18 in six games, was the batting star of the recent baseball series between the 4th Philippine Infantry, 15th U. S. Infantry of Tientsin, Shanghai and the Navy. Steil's average was .385.

Drinkard, the 15th Infantry catcher, and Montgomery, who caught for the Philippine nine, led all others in fielding. Drinkard accepted 58 chances without an error and Montgomery handled 54 without a slip up.

Bradley, Scott, Gill, Gooslaw, Hopkins and several others fielded 1,000 percent but did not have as many chances as the two visiting catchers. The official averages for the series were announced last night by Mr. C. H. Green, scorer of the local baseball club.

Steil led his team in fielding with but one error in 17 chances at third. His percentage is .741.

Cy Wilhoit was the real fielding star with a percentage of .985. Wilhoit made one error in handling 66 chances. Cy was the leader among the local hitters, getting four hits in 18 trips to the plate. Smith also hit safely four times but was at bat 19 times.

Cooper, Crow and Scott, in the order named, were the hitters to trust. Wilhoit and Smith in the batting averages. Hoffman and French of the locals failed to hit safely in five games. Hoffman was up 16 times and French went to bat 14 times.

The Philippine nine led in the clubs' hitting, with Shanghai, the 15th Infantry and the Navy following in the order named. The fielding averages show the 15th Infantry leading the Philippine aggregation, Shanghai in third place and the Navy again the tail-end team.

The ten leading hitters who played in four or more games, follow:

Steil, 4th Phils.	.385 (six games)
Horan, 15th Inf.	.267 (four games)
Brunner, Navy	.235 (four games)
Wilhoit, S'hai	.222 (four games)
Smith, S'hai	.210 (five games)
Lorenzo, Phils.	.200 (six games)
Wood, Navy	.200 (four games)
Crowley, Navy	.200 (four games)
Nunns, 15th Inf.	.188 (five games)
Gooslaw, 15th Inf.	.182 (four games)

Lawn Bowls

Of the two games advertised to take place on the Race Course and the Junior Golf Club's rinks the latter was the only one played on account of players misunderstanding through the wet weather, 89 to 63 in favor of the Yangtszepoo Lawn Bowls Club was the result of the match played off at the Junior Golf Club's rinks. The teams turned out as advertised and throughout the games many close ends were witnessed.

Two Matches Today

The Shanghai Recreation Club meets the Yangtszepoo Lawn Bowls Club on the former club's ground at 4:30 p.m. today and there will also be an inter-club league match between the Shanghai Lawn Bowls Club and the Junior Golf Club at Hongkew Park.

ALBANY TEAM BEATS LOCALS

Ball Tossers From Cruiser Best Shanghai In Listless Game By 6-1 Score

HUTTO'S PITCHING FEATURE

Sailor Twirler Allows Four Hits, Fans Ten And Hits Triple; Same Teams Today

In a slow, listless game that dragged through nine spiritless frames, with a drizzling rain helping to arouse enthusiasm every other inning, Shanghai lost to the U.S.S. Albany nine yesterday afternoon at the Race Course. The score was 6-1 and it might have been 60-1 for all the 30 spectators cared.

The afternoon started all wrong. The game was scheduled to get away at three o'clock. Half an hour later there were six Shanghai players in uniform. French arrived at 3:40 and five minutes afterward the game started with two sailors playing the outfield for the locals.

To add zest to the occasion, the Albany team scored six runs in the first two innings, the frames eating up about 45 minutes of daylight. The drizzle helped, too. And Shanghai made five errors and couldn't do much with Hutto.

Hutto Is Lone Star

When Hutto was sent out to hurl, the Albany manager figured him to last about three innings. He fooled the gent who handles the Albany ball club and didn't stop at that. Hutto didn't seem to have much but what he had was good. Vide ten strikeouts and four hits—Bristow, Glauque, Hopkins and French getting the only bingles off the sailor pitcher.

Hutto is said to be a second-string pitcher and was reputed as a third-string hitter until yesterday when he touched Johnny Scott for a single and a triple in three trips.

Scott allowed but seven hits and was accorded his usual support.

Usual Stunts Behind John

Whenever Scott gets into a hole or somebody digs one for him, some other body behind him is either going to boot or drop one. When the roll was called in the second inning Hopkins, Glauque and Cooper answered present. Kuhn, who was borrowed from the Albany, let one by in center field in the first inning that caused the other two runs. After the second session, when the three errors helped to chase four runs across, Scott buzzed them through in regular style and when he was bothered in the eighth, yanked himself clear by striking out one man and catching another off second base. There were two on and none out and Scott took part in retiring the next three batters.

Shanghai's lone tally resulted from Bristow's double and Hopkins' single in the fourth. Bristow was robbed of another two-base clout when Oliver went into deep left for a long fly in the sixth.

Cooper, at times, played a nifty game around shorts-op; French made a hummer of a catch off Williams in the third, Glauque accepted seven out of eight chances at second, and Bristow caught a great game. And, Oh! French hit safely in the first.

The box score:

U.S.S. Albany

	AB	R	BH	TB	PO	A	E
Neumer, ss	3	0	1	1	1	3	1
Magee, c	4	1	1	1	11	1	2
Copeland, 2b	4	1	0	0	0	2	0
Oliver, lf	3	1	1	1	1	0	0
Bay, 3b	4	0	0	0	0	0	0
Goins, cf	3	1	1	1	3	0	0
Williams, rf	4	1	1	1	1	0	0
Robinett, 1b	3	1	0	0	10	0	0
Hutto, p	3	0	2	4	0	4	0
Totals	31	6	7	9	27	10	3

Shanghai

	AB	R	BH	TB	PO	A	E
Cooper, as	4	0	0	0	5	3	2
Crow, 3b	3	0	0	0	1	1	0
Scott, p	4	0	0	0	0	5	0
Bris'ow, c	4	1	1	2	4	1	0
Glauque, 2b	4	0	1	1	2	5	1
Hopkins, 1b	3	0	1	1	10	0	1
French, lf, cf	3	0	1	1	0	0	0
Kuhn, cf, lf	4	0	0	0	2	0	1
Orr, rf	3	0	0	0	0	0	0
Gillette, rf	0	0	0	0	0	0	0
Totals	32	1	4	5	24	15	5

By innings	1	2	3	4	5	6	7	8	9	R	H	E
Albany	2	4	0	0	0	0	0	0	6	7	9	2
Shanghai	0	0	0	1	0	0	0	0	0	1	4	5

Hits by innings: 1 2 3 4 5 6 7 8 9 T

U.S.S. Albany: 2 3 0 1 0 0 1 0 x 7

Shanghai: 0 1 0 2 0 1 0 0 0 4

Earned runs—U.S.S. Albany 2; Shanghai, 1. Left on bases—Albany, 4; Shanghai, 1. First base on errors—U.S.S. Albany, 2; Shanghai, 2. Two base hit—Bristow. Three base hit—Hutto. Stolen bases—Neumer, Magee, Copeland. Sacrifice hit—Goins. Struck out—by Hutto, 10; by Scott, 4. First base on balls—off Hutto, 1; off Scott, 2. Hit by

pitcher—Crow. Wild pitch—Scott. Umpire—Dr. Downs. Time of game—one hour and 35 minutes.

Albany Plays Again Today

Today's game between the U.S.S. Albany and Shanghai is scheduled to start at 3:30 o'clock.

It might be added that spectators are tired of the attitude of Shanghai players who are responsible for the persistent delays in starting games on time.

Yesterday but seven men showed up for the game. Last Thursday afternoon there were 20 men out in uniform for a game in the Sox series. Bradley and Hoffman are out of town and Brad Crow, who is acting captain, asks all players to be out on time this afternoon.

The few rooters that attended yesterday's game were pretty much peeved when the game scheduled to start at three o'clock was called 45 minutes later.

Johnny Scott will pitch against the Albany again this afternoon and Orr will work for the sailors. Bristow and Magee will be the catchers.

Coolies vs. Kids Today

Captain Number One, his six helpers and two Cricket Club coolies who are said to be heavy hitters will make up the nine to face the pick of Shanghai youngsters this morning at ten o'clock in the game announced as "Coolies vs Kids." Both teams have been practicing all the week and the Chinese look to have a bit of an edge on their foreign brethren. A mixture of weird and fair baseball is promised.

The Kids will line up as follows: A. Misila ss, Komaroff c, Abrahams 3b, Sternberg 2b, Tuttelman, p, Chary 1b, Whiteman cf, Caccia rf, Cohen lf.

Recs Beat S.C.C. By One Wicket

(Continued from Page 2)

A. J. Willis, b. Grimshaw	23
A. J. Clark, b. Clifford	9
T. Main, (Capt.), not out	12
W. S. Wilson, c. J. M. Pearson, b. Grimshaw	4
L. P. Quincey, c. Hayward, b. Grimshaw	1
W. T. Manley, c. J. M. Pearson, b. Read	4
C. S. Ollerdessen, c. Clifford, b. Grimshaw	0
A. F. Ollerdessen, did not bat	–
Extras	3
Total	115

Bowling Analysis

	O.	M.	R.	W.
C. R. Cooper	8	3	28	1
W. S. Read	11	2	22	1
T. C. G. Pearson	4	–	12	–
W. G. Clifford	5	–	29	1
R. Grimshaw	7.1	–	17	5
C. Knight	1	–	6	1

Cooks XI Easy Winners

Dennis Cooke, although playing shorthanded, put it all over Anderson's representation on the Cricket Club Ground yesterday afternoon. Norman was high man with the bat in Anderson's crew, Wavell and Anderson himself coming a close second and third respectively. It was unfortunate that Wavell, who had seemed nicely set, and Toeg were run out but it shows that Cookie's gang knew what to do in the field although shortstaffed. Hot returns with good backing up were responsible for Wavell's and Toeg's downfall.

Wainwright did well, taking 4 wickets at a cost of 17 runs. Thomson was in clover yesterday afternoon taking all three catches that came his way. It was through him that Norman had to get out and Mr. Barnes was unable to give the display he did last week through Thomas's mits making too sure.

Capt. Anderson sent Barnes to don the wicket keepers' pads after the interval, and very wisely too, for the promising interport wicket keeper—if he goes on at the rate he has been doing lately—was responsible for the stumping of no less than 5 of Cook's confederates. Alec. Leslie had his eye in and knocked Dick Yates for a 6 besides several other smaller ones, twos and threes. Leslie collected 59 in a very short while but in the change of bowling Lover found his wicket. According to Leslie the ball should have gone to the boundary but Lover made sure of the break.

Wainwright with 41 was the other responsibility for the aggregate of 121 for 8 wickets.

Fielding was never brilliant and it is to be regretted that both teams, although not the only ones in yesterday's several cricket matches, turned out short of players. Yates with 4 for 36 in 7.4 overs and Toeg with 1 for 8 in 2 overs were the only bowlers to trouble Cook.

W. G. Anderson's XI.

D. Yates, c. sub., b. Fulton	3
E. G. Norman, c. Thomson, b. Wainwright	16
H. Langley, c. Chandler, b. Bauld	0
H. Wavell, run out	13
W. G. Anderson (Capt.), b. Bauld	11
G. A. D. Colley, c. Thomson, b. Wainwright	7
E. Toeg, run out	8
W. H. Leslie, c. and b., b. Wainwright	0
E. G. Barnes, c. Thomson, b. Cameron	0
C. H. James, c Cameron, b. Wainwright	5
E. G. B. Lover, not out	4
Extras	13
Total	79

Bowling Analysis

	O	M	R	W	NB
R. Bauld	10	–	21	2	–
A. Fulton	4	–	9	1	–
F. Wainwright	9	1	17	4	–
J. Cameron	3	–	9	1	1

D. H. Cooke's XI.

R. Bauld, run out	6
A. R. C. Fulton, st. Barnes, b. Toeg	2
F. L. Wainwright, st. Barnes, b. Yates	41
A. H. Leslie, b. Lover	59
G. W. Chandler, st. Barnes, b. Yates	4
J. Cameron, st. Barnes, b. Yates	3
D. H. Cooke (Capt.), st. Barnes, b. Lover	0
C. E. M. Thomson, c. Wavell, b. Yates	2
G. W. Hawkers, not out	0
Extras	4
Total	121

Bowling Analysis

	O	M	R	W	NB
H. Langley	6	1	33	–	–
E. Toeg	2	–	8	1	–
D. Yates	7.4	–	36	4	–
E. G. Norman	3	–	19	–	–
E. G. B. Lover	5	–	21	2	–

Customs Beat Police

In the Police versus Customs match both teams turned out shorthanded with the pitch in a none too good condition and the rain doing its best to stop play. The homesters were only able to muster 20 runs all told. Ogden with 5 for 7 and Curry with 3 for 11 divided the wickets.

The Customs were more lucky when it came to their turn to have a smack, they being able through scouting round to lay hold of Messrs. Hilliard and Mills and a glimpse at the score sheet will show that these two gentlemen were responsible for the defeat of the homesters. Hilliard collected 15 not out and Mills picked up 13 before McDermott sealed his doom.

Adams, of football fame, who had just returned from France, and Capt. George Sale, were most successful with the ball, the former taking 5 and the latter 3 for 17 runs.

Police

Chadderton, c. and b. Ogden	2
Adams, c. Burke-Close, b. Curry	3
Sale, b. Curry	5
Treacher, b. Ogden	1
Webb, run out	3
McDermott, c. Curry, b. Ogden	0
Higgs, c. and b. Ogden	4
Crookdake, b. Ogden	0
Jefferson, c. Burke-Close, b. Curry	0
Holl, not out	0
Extras	2
Total	20

Bowling Analysis

	O.	M.	R.	W.
Curry	5	0	11	3
Ogden	4.3	0	7	5

Customs

Ogden, b. Sale	0
Burke-Close, run out	0
Weay, c. Webb, b. Adams	2
McMahon, b. Sale	3
Curry, c. and b. Adams	3
Clough, b. Adams	0
Mellows, c. A. N. Other, b. Adams	5
Hicks, b. Adams	2
Dallow, b. Sale	0
Mills, c. McDermott, b. Chaderton	13
Hilliard, not out	15
Extras	3
Total	46

Bowling Analysis

	O.	M.	R.	W.
Sale	3	3	17	3
Adams	7	0	17	5
Chadderton	1.4	0	4	1
Treacher	1	0	5	–

Navy Loses To Parsees

The Parsee Cricket Club entertained an eleven from the British men-of-war in port to a close and interesting game yesterday afternoon. Lalor, Cox and Cannow were the only ones of the visitors to reach double figures and the whole side was retired for 59. S. F. Shroff took 6 wickets for 25 runs.

Daji, 19, and Sethna, 17, were mainly responsible for the home teams' aggregate of 65 for 9 wickets. Lalor, besides being high man with the bat for his side, was responsible for the taking of 7 wickets at a cost of 25 runs.

H. M. Navy

J. Cox, b. S. F. Shroff	10
J. G. Grace, b. S. F. Shroff	0
A. E. Barret, run out	6
H. A. Easter, b. S. F. Shroff	0
Sub. Lt. Woodroffe, b. Daji	3
Lieut. Lalor, c. Damri, b. S. F. Shroff	12
E. Cannow, c. and b. S. F. Shroff	10
W. Calon, c. Kavarana, b. Sethna	0
K. R. O'Brien, run out	0
G. Lee, c. Sethna, b. S. F. Shroff	7
H. Turner, not out	1
Extras	10
Total	59

Bowling Analysis

	O.	M.	R.	W.
M. D. Daji	6	–	22	1
S. F. Shroff	9	–	25	6
C. B. Sethna	3	1	3	1

Parsees. C. C.

R. E. Shroff, c. Lee, b. Lt. Lalor	0
C. B. Sethna, c. Sub. Lt. Woodroffe, b. Lt. Lalor	17
S. F. Shroff, b. Lt. Lalor	0
M. D. Daji, b. Lt. Lalor	19
R. Vicajee, b. Lt. Lalor	8
H. Edulji, b. Lt. Lalor	7
R. H. Ragi (Capt.), c. sub. Lt. Woodroffe, b. Easton	9
M. H. Kavarana, b Grace	0
E. D. Damri, l.b.w., Lt. Lalor	0
V. F. Vicajee, not out	0
Extras	5
Total	65

Bowling Analysis

	O.	M.	R.	W.
J. G. Grace	10.1	2	9	1
Lt. Lalor	13	1	25	7
H. A. Easton	5	–	17	1
Sub. Lt. Woodroffe	4	1	5	–
J. Cox	3	1	1	–

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MAKES LONG TRIP TO SEE TITLE BOUT

Mr. W. A. LaMountain Goes From Manila To Toledo; Now Returning

A journey of over 16,000 miles to see Jack Dempsey wrest the world's heavyweight boxing championship from Jess Willard is the record of Mr. W. A. LaMountain, Manila business man, who arrived here on the China Mail Steamship Company liner Nanking from San Francisco yesterday on his way back to the Philippine Islands.

Mr. LaMountain presented Dempsey with a valuable walking stick made of Philippine woods, the gift of Manila boxing fans.

The trip across the Pacific and the journey halfway across the United States to Toledo combined to record Mr. LaMountain as the boxing enthusiast who traveled the furthest distance of any of the 45,000 who gathered to see Willard lose to Dempsey on the Fourth of July.

It was Mr. LaMountain's first trip home from the Philippines. He arrived in the Philippine Islands with the American Army in 1898 and after his discharge went into business in Manila. He remained there until six months ago when he started on his long journey, probably the longest on record to see a boxing bout.

Bostock's Circus Popular

The management of Bostock's Royal Italian Circus announced last night that there will be four matinees this week: today, Tuesday, Wednesday and Saturday. The Circus will also hold forth nightly. There will be a matinee performance next Sunday.

Reservations should be made far in advance because of the heavy booking. Large audiences attended the matinee and evening performances yesterday and practically all seats are sold for this afternoon and tonight.

CRICKET IN ENGLAND

(Reuter's Service)

London, August 5.—Cricket:

The Australians beat Sussex by an innings and 54 runs.

Hampshire versus Middlesex drawn.

Kent versus Essex drawn.

Surrey versus Nottinghamshire drawn.

Gloucster versus Somerset drawn.

Warwick beat Derby by ten wickets.

Leicester versus North Hants drawn.

Swimming Standings

Standing of Swimmers in Rowing Club 1919 Series

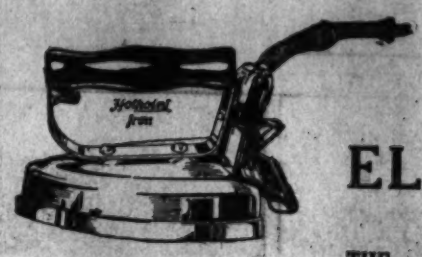
	1-length handicap	Running Headers	2-lengths handicap	Standing Headers	1-length Breast Stroke	Plunge for Distance	3-lengths handicap	Throwing the Polo Ball	Composite Race	Total
Barnes, E. G.	0	0	0	0	0	1	0	1	0	2
Brand, W. M. S.	0	0	0	0	0	0	0	1	0	1
Brodie, E. A.	3	4	2	2	0	0	3	1	1	16
Brown, J. B.	1	3	3	3½	4	1	2	4	1	22½
Donald, A. E.	1	0	0	0	3	2½	1	3	1	11½
Fardel, H. L.	0	0	0	1	0	0	0	0	1	2
Featherstonhaugh, E. V.	4	0	1	0	1	4	0	0	0	10
Goldman, A. P.	2	2	1	3½	0	0	4	1	1	14½
Henry, F.	0	0	1	0	1	2½	0	1	1	6½
Henry, J. E.	1	0	4	1	1	1	1	1	1	11
Johns, J. N.	1	0	0	0	0	0	0	0	0	1
Nash, A. E.	0	0	1	0	0	0	0	0	1	2
Page, P. S.	0	0	0	0	0	1	0	2	0	3
Scriven, A. E.	1	0	1	0	2	1	0	1	0	6
Starling, A. W.	0	0	1	0	0	0	0	0	0	1
Yates, Smith	0	0	0	0	1	1	0	1	1	4

Points are allotted as follows: First place 4, Second place 3, Third place 2, while 1 point is allowed to each competitor in each event who does not get one of the first three places.

The first water polo match of the 1919 league series took place last Wednesday evening at the Rowing Club, resulting, as reported in Thursday's issue, in a win for the home team by 3 goals to nil. The visitors, the International Swimming Club, made a very good showing, but on the evening's play the Rowing Club were fully as superior as was indicated by the final score.

The home team excelled in speedy forwards, Brodie, Brown and Goldman having a very considerable advantage over the opposing backs, Ozorio, Remedios and Elliot. Furthermore the shooting of the International team was faulty, more than one good opportunity to score being lost through this defect. Encarnacao was the only one who showed anything like strength and accuracy in his shots. On the other hand, the Rowing Club were very prominent in this respect, all of their three forwards displaying accuracy and "punch" in their throws. The marking of the opposing forwards by their respective backs left much to be desired on both sides, and a regrettable feature of the game was the infringement of the rules as regards fouling opponents, with the result that the referee, Mr. J. H. McGregor—who could certainly not be accused of being unnecessarily strict or harsh in his decisions—had to order two opposing players out of the bath during the first half.

It is not yet known how the Police team will show up, though it is reported that they will be stronger than last year, being reinforced with some new blood, but unless they display much improvement on 1918 it seems likely that the Rowing Club will be victors again this year in the league and become holders of the Johnstone Shield for the third year in succession. Last Wednesday they scarcely put their very best VII in the water—at least a couple of their first string were absent or unable to play—whereas the Internationals were reported to be practically at full strength. The above statement, however, is without prejudice to the fact that further practice, especially in team work, which was a notable deficiency last Wednesday, may bring the International VII up to a much higher standard, and it is the undoubted hope of all lovers of the game of water polo that the league matches should be keenly contested and that no one side should always have the stronger aggregation. Even as play went on Wednesday's game it is evident that the struggle for the Hongkong Cup, in which match the Internationals will have the advantage of the services of some of the Police team, should be a Titan's one, and the Rowing Club will have to go all they know how to win.



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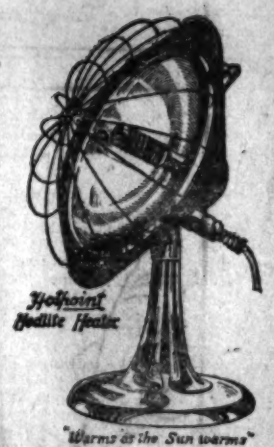

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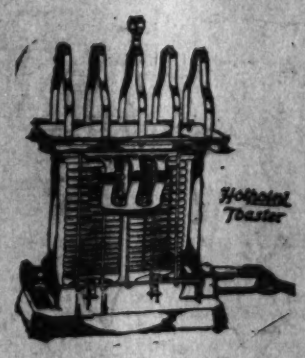

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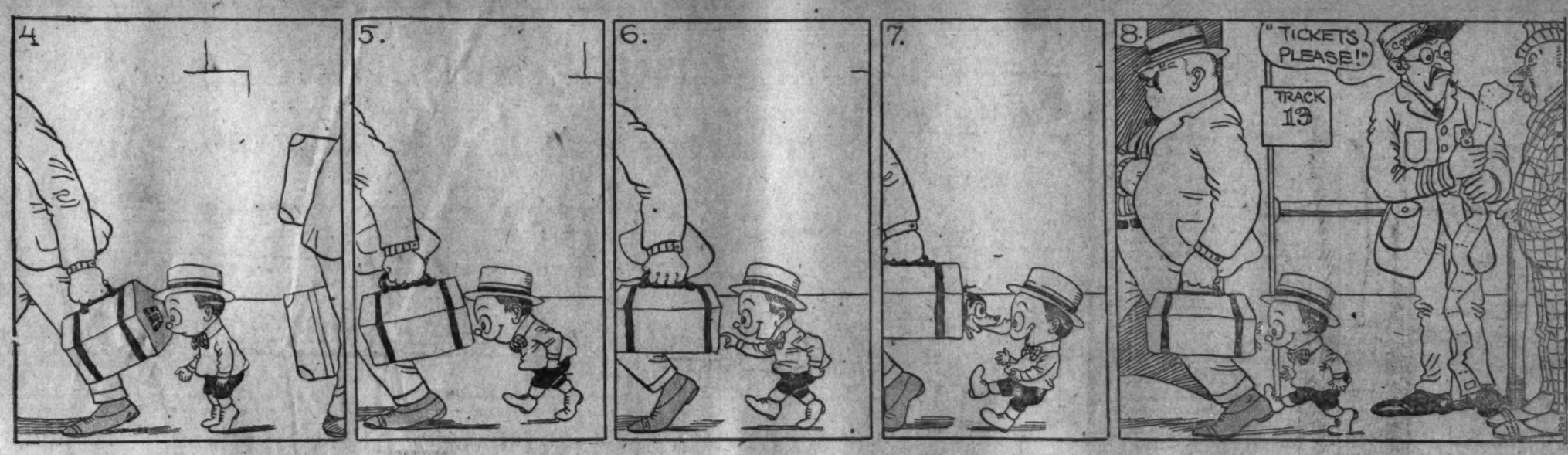
OUTGOING TRAINS
2. "FATHER! SOMEBODY'S CALLING YOU!"
"HI THOMPSON!"
3. "AHA! JUST IN TIME! THE OFFICE FORCE ASKED ME TO PRESENT THIS LITTLE OUTFIT TO YOU FROM THEM TO TAKE ON YOUR VACATION. I HAD A NICE LITTLE SPEECH ALL READY BUT I SEE THERE'S NO TIME SO I'LL JUST SAY I HOPE YOU CATCH A MILLION FISH WITH IT!"
PORTER



9. "WHERE'S JIMMY?"
"HE WUZ HEAH NO MORE'N A SECON' AGO!"
"GOOD LUCK! I'VE GOT TO GET BACK TO THE OFFICE!"
AND IN THE MEAN TIME
10. "HAVE YOU SEEN A LITTLE BOY ALL ALONE COME THROUGH THIS WAY?"
"I HAVE NOT! TICKETS PLEASE"
11. "STAY RIGHT HERE BY THIS INFORMATION BOOTH, PORTER UNTIL WE RETURN I'M GOING TO LOOK THIS WAY!"
"YES, DON'T BUDGE FROM HERE UNTIL WE TELL YOU. I'LL LOOK OVER IN THIS DIRECTION!"
"YASSUM! YASSUH!"

12. "HI! IF YOU'RE THE SAME PEOPLE THAT I WAS LOOKIN' FOR A KID, YOU'D BETTER TAKE A LOOK AT THIS ONE THAT'S DOWN THE TRACK. HE MUSTA SLIPPED PAST ME!"
TRACK 18
"I'VE BEEN ALL OVER!"
"SO HAVE I!"
13. "OH, MAMMA AN' PAPA! THERE GOES OUR TRAIN!"
"JIMMY!"
"JIMMY!"
14. "THIS IS TERRIBLE BUT WE CAN'T PUNISH HIM FOR DOING WHAT HE THOUGHT WAS RIGHT!"
"I WALKED IN AHEAD LIKE YOU TOLD ME AN' NEN I WAITED FOR YOU. WHAT MADE YOU SO LATE?"
INFORMATION
SWINNERTON '19
15. "WHY FATHER WHAT IS THE MATTER?"
"I'VE JUST REMEMBERED THE PORTER AND OUR BAGS!"